

Aviation News

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Latest Carrier-Borne Bomber: The Navy was to release details on this new Martin plane today at the company's plant at Baltimore. Designated the BTM and named the Martin Mauler, the new craft is a combination dive and torpedo bomber for carrier use. Performance and specifications have not yet been revealed.

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THE AVIATION NEWS

WASHINGON OBSERVER

THE NAVY WAY?—Surplus Property Administrators recently queried a number of Government agencies as to whether they had any passes that would be declared surplus. Replying, as did the other departments, that it had no surplus passes, the Navy's letter, signed by W. John Kenney, newly-appointed Assistant Secretary, included this: "In the event there are some passes to be disposed of by other departments or surplus, it is suggested that they might perhaps be used in a radio to obtain release for the Government from claims for alleged infringements of other passes."

SPAATZ TEMPORARILY?—While belief is Washington is unanimous that Gen. Carl Spaatz will succeed Gen. Arnold on his retirement as AAF commander, there is also considerable opinion that Spaatz will linger in the top spot only long enough to settle himself with the honor of having been commanding general of the AAF. His successor, the line of thought runs, would be Lt. Gen. Irvin C. Barker, who is much preferred by some segments of the industry and younger AAF officers. Barker is said to have a more evangelistic spirit than Spaatz, which is seen as an almost necessary attribute in the AAF's commander who will be more and more faced with "hanging-on" assignments by ground force officers presently in control of the War Department.

UNIFICATION LAGGING?—The separate air force bill introduced by Reps. Carl Vinson (D-Ga.) and Andrew May (D-Ky.) to assist in insuring by two separate means one, to form all armed forces under one, and two, to prevent elimination of two Congressional committees and control force creation of two states, one each in House and Senate, to handle an independent air force. It is not believed either objective will succeed.

CITIZEN ACTION?—The new group to promote an independent air force and strong air defense, once tentatively named Civil Air Defense Council, now has selected the name Citizens Defense Council. Although its Washington office has been established, organizational plans are progressing slowly, that is expected, probably pending the finalizing of a nationally-known candidate to head the body. Being considered for this post is William Knudsen, former General Motors president and wartime investment general.

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3000 PSI CONSTANT DELIVERY
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SWINGING VALVE
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ACCUMULATORS

VARIABLE VOLUME
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VALVE

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SHAFT VALVE

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SHAFT VALVE

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Observers feel a separate air force has no more chance of success than unification, a measure which dangers widespread publicity, has little real support in Congress at this time. The move is not expected to come in a broad air Congress for months.

AIRPORT LEGISLATION—As Congress recessed last week, the Senate-House conference committee attempting to iron out differences in the Federal aid airport legislation of the two houses got back to work with indifference, if not ill will, the method of expediting funds had been resolved. Trend in the committee now seems to be toward accepting the findings in the Senate bill of Sen. Pat McCarran (D-Nev.), which provides for aid to both states and cities.

WFB FOR AAF—With the Aeronautical Board now taking over joint Army-Navy aircraft and engine specification and acquisition duties, there is belief that the next step will be the formation of a joint committee of civilians to do in peace for the AAF and the Air Force what the WFB did for all government procurement in war—schedule materials, break bureaucracies, etc.



The new Martin Model 167 lets its wheels down for a landing.

first group



These D18S Beechcrafts comprise the first group to be delivered to commercial organizations and private owners since peace days. They mark a milestone in Beechcraft's recommitment to peacetime production. They are not recovered C-45 Beechcrafts but are representative of the greatly improved new Model D18S, that possesses superior performance, increased payload and even better handling qualities than its famed predecessor which served so well in all parts of the world during the war.

Beechcraft production is scheduled for steady acceleration to take care of the anticipated demand for these outstanding twin-engine airplanes, by airlines, industrial purchasers and private owners. Beechcraft distributors are now ready to schedule demonstrations and show how the Model D18S Beechcraft can be a definitely profitable asset to any corporation or individual having widely separated interests.

Enquiries are invited on their use and/or accent facilities. An airplane demonstration, without obligation.

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Board Named to Map CAP Role As Federal Funds Are Withdrawn

Since Wing commanders' conference appoints 14-man committee to draft proposal for peace-time program to be submitted to another conference to be held in March

By ALEXANDER McGURELY

With federal financial support withdrawn from the Civil Air Patrol as of March 31, the peace-time future of the volunteer organization rests in the hands of a 14-man committee named at the recent CAP state wing commanders' conference in Washington.

Cpl. Earl Johnson, national CAP commander, now has another honorary assignment but as ex-officio member of the committee, told *Aviation News* last week that he expects the present CAP will seek to maintain civil aviation as a joint cooperative enterprise with other aviation organizations working in partnership.

► Possibilities Mentioned — Six members of the Air Power League, the National Aeromotive Association, the Air Force Association, Aircraft Owners and Pilots Association, as well as other organizations who might work with CAP on such a united program.

A formal peace-time program for CAP is being drafted by the 14-man committee for consideration at another state wing commanders' conference at Washington in March.

► AAFA Assistance — In announcing its withdrawal of funds, the Army Air Forces informed the wing commanders a number of ways in which the AAFA was prepared to assist the proposed peace-time organization.

Reports of dissatisfaction with the proposals for a continuation of CAP were heard from some state officers in the Washington conference. It was understood that one proposal put forward by the AAFA was rejected by the wing officers. Johnson was, however, told, "The wing officers finally voted unanimously to establish the planned committee which will hold a full-day Washington session Feb. 11-14

to draft recommendations.

► Financial Support — It was reported that representatives of the Air Power League, who met with the wing commanders at a dinner session during the Washington conference, indicated a willingness to assist CAP financially, and AAFA support was being withdrawn. One report was that an initial contribution of approximately \$10,000 per CAP state wing was discussed with the prospect of additional contributions later. Later, however, it was said that the state officers had voted not to accept the league's contributions.

The separation was said to have stemmed from previous experience with the short-lived Civil Air Patrol League which failed to develop, as its leaders had hoped, into a strong supporting organization for CAP. Question also was raised as

Committee Roster

Members of the committee of Civil Air Patrol officers named to plan the future of the organization are:

Cpl. Earl S. Morris, Ark.; Lt. Col. Edward B. Pennington, Md.; Secretary, Lt. Col. J. M. Morris, Ark.; Lt. Col. Ferdinand Hause, Calif.; Lt. Col. Leavenworth Davis, Calif.; Lt. Col. William W. Wren, Ind.; Lt. Col. John C. Johnson, Calif.; Lt. Col. George D. Dabbs, Ill.; Lt. Col. D. Harold Rippy, Tex.; Lt. Col. Roy W. McElroy, Mass.; Lt. Col. W. C. Wilson, Tenn.; Lt. Col. George A. Stone, Okla.; Maj. Harry S. Reverend, Md.; and Maj. Lester W. Graham, N. J. Lt. Col. John J. DeGraw, designated CAP commander, will be an ex-officio member.

to whether the CAP might not be duplicating the functions already performed by other aviation groups.

► Uncertain Outlook — Probably strongest support within CAP for its continuance comes from state wings which already have the pledge of state financial contributions for future activity.

Cpl. Johnson said he believed



► Air Power League Entertains CAP — Top AAFA officers and aircraft manufacturers accepted the speakers' table at the dinner given by the Air Power League at Washington recently for the Civil Air Patrol wing commanders as a part of their post-war policy meeting. Left to right: Gen. William E. Hart, Maj. Gen. Fred Anderson, principal speaker; Lawrence Best, president of Bell Aircraft Corp. and member of the Air Power League board of directors; lieutenant, Gen. Carl Spaatz and Maj. Gen. E. H. Quesada. Spaatz is reportedly slated to succeed Gen. M. Arnold as AAFA commanding general when Arnold retires soon. The other officers are deputy and assistant chiefs of air staff.

the CAP's greatest peacetime usefulness would lie in two fields—converting to green military cadet material for future military pilots, and promoting the growth of private flying through aviation education, local activity for more airports and similar activities. He expects the organization will continue to use programs which he considers an attraction to at least the younger members and cadets.

Speaker Speaks—Gen. Carl A. Spaatz, of the Air Staff, who reportedly will succeed Gen. H. H. Arnold as commanding general of the AAC when Arnold retires soon, outlined to the state CAP officers the following seven-point program of assistance which the AAC would seek to provide to the CAP in a peacetime status:

► Establish a liaison officer in AAC headquarters to increase cooperation between CAP and AAC.

► Provide qualified instructors for CAP training on request, where this does not conflict with AAC needs.

► Provide training publications which are suitable to AAC needs.

► Encourage to complete issue of surplus equipment presently authorized to CAP.

► Attempt to transfer to CAP all astronomical property already issued to it, except flight aircraft.

► Provide land and in the incorporation of CAP as a non-profit religious chartered organization for patriotic and educational purposes.

► Continue "such arrangements as may be possible" for CAP answer encampments at AAC Forces stations. Two requests were given for continuation AAC financial support.



STATIC RESEARCH

Model Research Laboratory technicians equipped this B-52 bomber with an artificial charging device, modeled on the B-52, to build up static and permanent study of methods of recharging B-52's fire, medium-interacting phenomena.

At March 31, the AAC now is able to take over the massive fleet of the CAP flyers, and the necessary for continuation.

Prize of CAP—High praise for the volunteer wartime accomplishments of CAP was voiced by AAC and Air Power League leaders at the conference. Lawrence D. Bell, president of Bell Aircraft Corp. and member of the League board of directors who served as hostmaster at the dinner meeting, announced CAP achievements as follows:

► For four long years this organization of patriotic aviators conducted service without pay, won innumerable awards and distinctions, and became a national organization for patriotic and educational purposes.

► Continued "such arrangements as may be possible" for CAP answer encampments at AAC Forces stations.

Two requests were given for continuation AAC financial support.

Instrumental in developing all phases of aviation in the U. S. Of more than 300,000 persons who have been CAP airmen in the past four years, more than 75,000 have served in the armed forces.

► Beginning a week before Pearl Harbor, with a handful of civil aircraft, CAP expanded to all 48 states. At the height of the war, more than 100,000 members in their laboratories armed with bombs, more than 15 months patrolling coastal shipping lanes on the East coast and Gulf, Canada to Mexico, CAP pilots flew liaison planes, tested aerial warning systems, flew fire-target and tracking missions, engaged in camouflage observation, carried out counter measures, radar flight tests and many rescue operations. CAP planes logged more than 50,000,000 miles in operations directly concerned with the war effort and more than 50 members of CAP were killed in the line of these duties.

► The pre-flight program has prepared many thousands of youth for service in Army and Navy air arms, and the civilian and personal aviation.

War Department certificates of commendation were presented to all the CAP wing officers attending the conference in recognition of their wartime service.

Universities to Receive Much Boeing Equipment

Considerable equipment used by Boeing on B-17 and B-52 bombers will be turned over to the University of Washington and other unaccepted educational institutions under the joint arrangement of the Boeing Proprietary Fund.

Col. Harley J. Jones, Boeing plant representative of the AAC, in announcing the move, estimated the material to be transferred to the University of Washington has a value of around \$1,000,000. It includes electrical instruments, test equipment and machinery.

Even E. Young Dies

Even E. Young, 87, who retired last August as operational vice-president of Pan American Airways, died recently in Albany, N. Y. Young had been with PAA since 1928. He still was a director. Before joining the airline he spent 25 years in the diplomatic and consular service. During 1930 Young arranged for PAA its bases in South America and supervised flight operations in that area.

Posthumous results indicate at least two new national records were set Jan. 6 by a Sikorsky B-4 helicopter, but the record probably last week when United Aircraft Corp.'s Sikorsky Aircraft division men would undertake additional tests with astronomical records in view.

Unofficial reports on the performance of the B-4, a helicopter with a 40-ft. diameter, indicated a speed of 124.4 mph over a 25-kilometer course, and the altitude at 31,000 ft. Official reports must be made by the National Aeronautic Association. While both figures exceed the previous international record of 76.33 mph and altitude of 15,183 ft. set by

Nation-wide Strike Threatened At CAB Conference on Pilot Pay

Carroll, attorney for ALPA, voices warning of walkout or strike called by Board to obtain facts on ATA plan for group negotiations.

A "nation-wide strike" of airline pilots was threatened by Donald D. Carroll, attorney for the Air Line Pilots Association, during his presentation before the Railway Labor Act, which was held by the Civil Aviation Board at the gate in airline liaison offices, clearly permits employees to bargain collectively, and he cited several instances of such bargaining.

He also said the National Mediation Board, which handles labor disputes for the railroads under the Railway Labor Act, had commented favorably on several questions regarding the joint bargaining of rail-way employees. The board, he emphasized, could not possibly handle all the cases on a single company basis.

Procedure—Bennetton—Tipton revealed that according to the airline, which has made similar arrangements on domestic routes, also expected its pilots to accept, and these on other lines were expected to follow. Thus U. S. airlines planning to use four-engine equipment are represented on the bargaining committee by officials of five airlines. The other eight airlines given power of attorney to the committee to act for them.

Based member Harriet Borch presided at the conference. The other three members are of the American-Airline system operating in Boston. Borch told transcript of the proceedings would be submitted to these three for consideration.

Statute Outlined—Grant G. Tipton, chief counsel for ATA, presented his case to the conference. He outlined negotiations with the pilot during recent months and said that because of failure to reach an agreement the wage committee had been formed and notice given with the board in accordance with the law.

He argued that the Civil Aeronautics Act clearly permits group bargaining by airline employees, and that therefore the only contention before the board is whether such bargaining is in the public interest. He submitted a lengthy letter in support of ATA's position. Carroll, who said he had not seen the letter, asked for ten days to

see an answer. Borch allowed him five.

Rail Labor Act Cited—Tipton countered that the Railway Labor Act, developed by the Civil Aviation Board at the gate in airline liaison offices, clearly permits employees to bargain collectively, and he cited several instances of such bargaining.

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The airline pilots are willing to accept the terms提出的 by the board effectively in the interest of safety. Title II of the Railway Labor Act which is a federal law covering all labor relations in airline transportation is the same.

Conclusion—Carroll, taking issue with Tipton, sought to prove that the air law provides against employer group bargaining. Tipton interrupted to say he was surprised

Air Treaty Delayed

The air treaty committing the United States to membership in a permanent international civil aviation organization is scheduled to be signed in Geneva, Switzerland, in the Swiss Federal Technical Corporation, Gen. Walter F. George (D, Ga.) said last week.

The treaty, pending before a subcommittee, is to be voted on by the Senate for ratification in March of this year.

No Need For Haste—The general attitude among Foreign Relations Committee members is that there is no rush for an early signing. The subcommittee plans have received much for the interim international aviation organization, scheduled to operate until 1960, and that it might even be advisable to wait further until world developments favor ratification of the air treaty.

that the pilots were opposing ATA's wage committee.

Carroll outlined 16 years of ALPA's relations with individual carriers, with the strikes, and said that he did not believe CAB would want to be instrumental in leading to a nation-wide strike of airline pilots. "Legality is a pilot's order against carriers of the road has been questioned at various times, but it



FLIGHT PLANS:

Dr. Jean Pussard, University of Minnesota, Jeanne Pussard, and her son look at a stack of sky maps to plan a stratospheric flight. Dr. Pussard holds a sonar-logger thermometer he has perfected to use on the flight.

New 'Copter Record Attempt Due

Preliminary results indicate at least two new national records were set Jan. 6 by a Sikorsky B-4 helicopter, but the record probably last week when United Aircraft Corp.'s Sikorsky Aircraft division men would undertake additional tests with astronomical records in view.

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is asked that employees have struck against rail and carriers.

CAB Jurisdiction Bill—ALPA's attorney urged that employer group bargaining be carried on in railway disputes only by consent of employees, and that otherwise it is illegal. He contended that CAB has no jurisdiction in the question when the pilots shall bargain with that established practice, under the conditions, based, can be changed only by that board. He cited court rulings that employers have a right to decide what employer groups shall be dealt with.

Branch asked General why the pilots did not want to deal with a committee of all the airlines. General said that the Air Transport Association was asking to "seal off" the gains made by pilots in the past, and that it wanted more to be released by CAB, from its obligations under the anti-trust laws.

A French Problem—Branch pointed out that in France the isolated, numerous industries have collective employer representation dealing with unions. General replied that these industries constitute only 2 or 4 percent of U. S. workers, and that such bargaining is with permission of the workers involved. He demanded formal CAB hearings on the pilot case.

'Standby' Factories Officially Listed

The official list of ten aircraft and four engine plants to be held in a standby basis by the Army and Navy has been revealed by the Strategic Property Administration in its report to Congress on disposal of surplus aircraft plants. (See Photo, page 10.)

Airframe plants with original cost and four more, are: Bell, Marietta, Ga. (\$14,337,504, 2,882,216 sq. ft.); Boeing, Wichita, Kas. (\$13,808,826, 2,846,280 sq. ft.); Consolidated-Vultee, Ft. Worth, Tex. (\$40,323,241, 3,446,180 sq. ft.); Curtiss-Wright, Columbus, Ohio (\$18,752,202, 3,273,187 sq. ft.); Curtiss-Wright, Louisville, Ky. (\$40,643,633, 1,773,318 sq. ft.); Curtiss-Wright, St. Louis, Mo. (\$13,079,948, 1,573,088 sq. ft.); Douglas, Tulsa, Okla. (\$18,381,807, 3,001,088 sq. ft.); Martin, Canada, N.Y. (\$18,684,960, 1,077,697 sq. ft.); North American, Dallas, Tex. (\$17,185,280, 3,518,394 sq. ft.); North American, Kansas City, Kas. (\$17,423,344, 1,790,000 sq. ft.)

Eagle Fleet—Engines plants



Delegates Leave for Bermuda. First group of Washington delegates and observers in the American-British Airlines conference at Bermuda is shown at National Airport before boarding an American Airlines plane as the first leg of the flight. Left to right: John Sherron, liaison consultant at CAB; Stanley Morgan, chief of the American Division of the State Department; Garrison Nixius, deputy director of the Office of Transport and Communications, State Department; Oswald Ross, CAB member; George P. Baker, director of the Office of Transport and Communications, and George West, CAB general counsel.

with original cost and four are:

Allison, Indianapolis, Ind. (\$18,343,762, 1,540,000 sq. ft.); Pratt & Whitney, Kansas City, Mo. (\$13,612,248), Spokane, Wash. Board. Ind. (\$14,349,470, 1,453,355 sq. ft.); Wright Aeronautical, Lockheed, Calif. (\$14,683,362, 1,252,171 sq. ft.).

It is noted with War and Navy ideas on standby facilities, none of these can be sold, but efforts will be made to lease all of them for aircraft or engine production, or production of items which would not entail too great a change in a plant's existing manufacturing facilities.

Three Leased—The North American plant at Kansas City has been leased to General Motors Corp. for automobile production; the former Curtiss-Wright factory at St. Louis has been transferred to the McDonnell Aircraft Corp. for Navy work; the North American plant at Dallas has been leased to Robert H. McCollum and H. L. Mayord for the manufacture of aircraft for Fairchild under a subcontract.

The leasing of the Columbus, Ohio, plant of Curtiss-Wright on the standby list clear up the status of that facility which, although C-W has moved its headquarters there from Buffalo, has been idle. Although several large maintenance companies have been interested in buying the plant, it now becomes apparent that C-W, in effect will have permanent company despite the fact it cannot buy the plant.

Bermuda Talks Bring Agreement on Bases

Agreement that lend-lease bases will not be closed in certain aircraft was reached in early sessions of the British-American civil aviation conference, convened last week at Bermuda.

While the agreement was "in principle" reached, and left to further discussion the freedoms to be given at individual airfields, it was considered an important start for the meeting, which makes a new civil aviation pact instead of that of 1933.

Obviously it was understood there will be no withdrawal of the temporary arrangement whereby U. S. land planes land at Kindley Field, USAAFF, as base at Bermuda. Details and technical problems were to be worked out for the fields as Kindley, Atkinson and MacDill, British Guiana, Barbados, Santa Lucia, Vernon and Palmerston, Jamaica, Cudjoe, Antigua, and Waller, Banco and Corinto, Trinidad.

Site Problems—The conference committee on sites and frequencies was working more slowly and cautiously. Its first days have been spent in determining if portions have changed since the Chicago conference. Although no basic reorganization between the U. S. stand for free competition and the British desire for what amounts to an international cartel is likely, both sides are optimistic about the possibility of达成ing a working agreement.

Plane Disposal Set-Up Refined; 1945 Totals Show Improving Picture

Sales gradually increasing, although dollar return is dropping, and operation is becoming smoother; estimates show 11,061 aircraft sold since start of program in Sept., 1944.

By WILLIAM KROGER

With a further refinement of procedures and a number of service contracts arranged by Sperry, Post-War Aircraft Disposal, Inc., the disposal agency, last week took up its preliminary year-and-figures which showed a gradual splicing up of sales, a dwindling dollar return, but an over-all smoother and more firmly-anchored operation.

Indicating a willingness to explore all paths to increased sales, PADC has basic transfers on file at \$915 each in mid-December for a 90-day test sale. In 10 days more than 700 were sold. Less than 100 had been disposed of under the previous methods, but units and dollar price of \$1,000 each were \$1,000 less. **Sales Totals**—Illustrative of complete plane sales by PADC show total sales since the beginning of the program in Sept., 1944, of 11,041 aircraft of all types. Original cost of these planes was \$153,500,000. They were sold for \$26,437,364, or roughly 15 percent of cost.

At the end of the first 12 months of surplus plane sales, PADC had sold slightly more than 5,000 planes at about 18 percent of original cost. Sales in the last four months of 1945 have averaged better than in the preceding 12 months—approximately 500 planes per month, or roughly 10 per month—but the return has declined.

Conservatism—This is a natural development, PADC officials say, indicating of the fact that sales performance has been improved, and a better gauge of market values achieved. They also point out that the figures above are conservative as they represent only plane disposed, and not orders. For instance, all the 750 HE-264s late in December did not appear.

Primary transfer sales are proceeding favorably. PADC has now disposed of 6,684 of the 8,000 disclosed surplus. The 3,300 still remaining are not all suitable.

Sperry Proposes—Meanwhile, a suggestion for even more rapid disposal has been made by Miss C. G. Mosley, president of Grand Central

Committee, and be responsible for suggesting policies and procedures. In general, the revised Regulation 4 formalizes the lessons learned in the disposal of surplus aircraft of SPA and PADC during the past few months. It calls for PADC principally to determine the amount of surplus items and where those unsold—a matter which PADC has had difficulty in solving to date because of inventory problems.

Hutton To Receive IAS Sperry Award

Richard Hutton (photo), chief development engineer of Grumman Aircraft Corp., will receive the Lorraine C. Sperry Award for 1945 at the Moscow Night Victory Dinner of the Institute of the Aeronautical Sciences on Dec. 10.

The award is made annually by IAS for notable contribution made by a young man to the advancement of aeronautics. It has been bestowed on Hutton for his work in the development of carrier-based aircraft, principally the F4F, F6F, F8F, F9F and TBF. **Hutton**—At the same dinner, Maj. Harry Weder, chief of the Special Scientific Services Division of the U. S. Weather Bureau, will be presented the Robert M. Loevy Award for 1945 for his contributions to the science of meteorology as applied to aeronautics.



WATER-BASED WILDCAT:

Used up for an emergency period in the war which passed before it could be used operationally, the Grumman Wildcat was measured on from by the U. S. Aircraft Corp. Main purpose was to measure the Japanese Zero fighter during the period when U. S. carrier strength was low. End of the war by itself the accuracy required on what was called the Wild Catfish.

Data Presented at Wright Lecture Is Challenge To American Engineers

Dr. Cox's address on turbojets demonstrated graphically the progress and leading position of British aircraft industry and degree to which U. S. has fallen behind.

The recent revelation that the British now have jet engines in quantity production with an output of 5,000 lbs. static thrust and that other engines of 6,000 and 10,000 lbs. thrust are nearing the test stage, has shocked U. S. engineers.

In Harrow Roads, Cox, addressing the second Wright Brothers Lecture before the Institute of Aeronautical Sciences recently, noted that his countrymen are several lengths ahead in the race for leadership and backed his contention with facts and figures.

Fast Consumption—Ker—Since it has been established that any reasonable power output is possible in a gas turbine, it is possible to use another motor merely for the "most powerful" engine award. However, particular attention should be paid to the startling low fuel consumption and specific weights attained by the British.

Dr. Cox's plot for greater consumption differences between the airframe designers made it particularly lucid in this country. For example, our Lockheed P-80 Shooting Star and our Bell XP-52 have a power loading of approx. 3.4 lbs. (perhpds) per ft. of engine thrust, whereas the standard Gloster Meteor has a loading of less than 3 lbs.

The Germans achieved a power loading of 3.8 lbs. on the Messerschmitt Me 262 but an abominably low loading of only 3.6 on the Hawker He 111.

U. S. Research Lags—While our basic research on the application of the gas turbine to jet propulsion is a field only five years old, our re-

Hoover Powered

Conversion of the Ministry-British heavy cargo older used to carry tanks and other military equipment on the way, into a commercial air freight service with the aid of two Bristol Mercury engines, has been the subject of test for its manufacturers, General Aircraft Ltd., Filton, Middlesex, England.

The powered trailer will carry a 22,000-lb. payload in towed flight, with 1,600 ft. of cargo space, 12 ft. high, 10 ft. wide, and 10 ft. 6 in. in depth. At 100 ft. per second, the trailer will race to the landing gear, the nose rises to the ground in two seconds, for ground level landing. Wheeled vehicles may be driven into the open nose directly from the ground.

WEST COAST REPORT

New Anti-Fog Device Does Well in Test

Method demonstrated at Long Beach, Calif., was used and scale change disclosed in tubular burners.

By SCHOLER BANGS

An anti-fog device developed by the Major Corp. and tested last week at the Long Beach, Calif., Airport appears worth close study by government officials and the transportation industry. With the possibility that it may hold the key to the solution of one of the aircraft's oldest problems.

Part of the study will might investigate into the reasons why the Army and Navy have been developing the method, and whether or not they made any effort to develop it.

Given Seven Test—The device was set up at the airport in December by its inventor, Cleian Ross Pleasant of San Francisco but apparently was given its most severe test last week in the presence of this writer and other reporters, as well as officials of the Weather Bureau and the airlines.

The Weather Bureau prominently had advised that heavy, low pressure cold air would be the dominant factor in the morning. At the east end of the field, 200 ft. from the administration building, Pleasant had prepared a close-grouped row of six open-mouthed incense "tubs," each approximately 35 in. in diameter. The burners were

centered all the base to form draft blowers. In these, the incense burn beds of burning coal.

Hoover Conditions—A thin blanket of fog, through which the moon was visible, covered the airport at 1:00 A.M. when Pleasant started the blowers and, at one-minute intervals, began shooting alternate streams of incense lamp oil and calcium chloride into the tubs.

At 2:00 A.M., the entire airport was clear with visibility two to three miles. At this time, the burners were shut down.

At 3:00 A.M. fog again began gathering, with stars moderately visible. Pleasant once more turned on his blowers, and began blowing up the tubs.

At 4:00 A.M. heavy fog began moving in from the northeast. At 6:15 the administration building became 90% obscured by fog, and visibility was only 100 ft. At 8:00 a gale rended a blind hood in a Stordays Narrows and was reported as top at 1,000 ft. At 7:25 AM, 2 hrs 30 min after the burners were started, A. B. Archibald, Major Weather, admitted the fog was "tough" but said that in tests with Golden Gate fog it had been blown away in three hours had been required for definite results.

At 8:00 A.M. a sudden dispersion of fog had enveloped in the test area with an estimated circling of 300 ft. Parked aircraft and runways were clearly visible for a radius of 2,000 to 3,000 ft. The fog was cold and the vapor striking wet.

At 8:30 Pleasant shut down his burners. Within three minutes, distant planes had vanished in darkness. The anti-fog administration building was now obscured. At 9:30 A.M. the airport was wholly fogbound, with ground visibility approximately 300-400 ft.

Fuel Consumption—Fuel consumption was less than 1,800 lbs. of oil and 160 lbs. of calcium chloride, according to Archibald.

There was no reduction at any time of any current by the anti-fog tubs.

Theory Explained—It is the contention of Major Corp. associates that the fog dispersing effect is gained by heat carrying up into the fog certain particles coated with calcium chloride which withdraw moisture from the air and are further activated by the transference of latent heat of the particles into sensible heat.

Flying Navy Stand—Prior to the test Navy officers connected with



NATIONAL AIR SHOW

General view of the Cleveland Public Auditorium where the National Aircraft Show, in cooperation with the Army Air Forces, last week displayed AAF planes and equipment used in the war. Presently shown are the Lockheed P-80 Shooting Star, and a Superfortress, along with a P-51 Mustang, P-47 Thunderbolt, P-42 Kingcobra, P-47 Lightning, P-48 Black Widow, and a North American AT-6 trainer. Captured German and Japanese equipment also was shown. Featured were radar displays, with AAF personnel from Wright Field to explain them. Several commercial aviation suppliers also exhibited at the show.

FDIC Tolls At Arcata, Calif.—Had described strenuously the Noddy Corp. officials claimed in a San Francisco Chronicle story of Oct. 15.

Newspaper reporters covering a test at Long Beach Dec. 8, the day the Douglas Monomail began its record flight, quoted Maj. Lewis L. Kohl, AAF weather officer, as telling Pleasant: "Here's your tag. Let's see you clear it." And, later, to Pleasant, "You men enough to get us out, boys. It works."

The morning of the later test Maj. Kohl told this writer he had called in experts, had restricted his orders not to disrupt the tests and could not "review" what had been printed previously.

Airport Users' Conference To Discuss Standardization

Speakers for the Army, Air Forces, the Navy and the War Department will be heard at a two-day Joint Air Defense conference, sponsored by the Joint Airports Users Association of the National Aeronautic Association at the Mayflower Hotel, Washington, D. C., Feb. 28-29.

Talks and forum sessions are planned to present all sides of the controversy over unification of the armed services, with special consideration to operational problems and cost of procurement. An Air Forces spokesman will be part of the conference and will give AAF spokesman opportunity to present their contentions in support of an autonomous air force.

Canada Sells 32 Planes

Aircraft, engines and equipment sold last month by the Canadian War Assets Corp., government surplus disposal office, amounted to \$238,123. Thirty-two complete aircraft were sold including Cranes, Warhawks, Nassauans, Venoms and Canberras, the latter being sold for educational purposes. Purchasers of the planes were from countries, ranging to 100 in Canada, companies, ranging to 100 in the total number of aircraft sold by the WAC.

AVIATION CALENDAR

Jan. 30-31—National Airlines Planning Conv.
Feb. 10—Motor Fleet Show
Feb. 11—Mobile Airplane Association Conv. at the Hotel Roosevelt, New York City
Feb. 12—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 13—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 14-15—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 15—U.S. Engineers Rate Conference
Feb. 16-17—INTA Middle East Rate Conference
Feb. 17—U.S. Engineers Conference
Feb. 18—Joint Army-Air Forces representation to the 1946 National Defense Conference at the U.S. Capitol, Washington, D. C.
Feb. 19-20—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 21—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 22-23—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 24-25—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 26-27—Midwest Chapter of the National Association of Commercial Schools, Chicago, Ill.
Feb. 28-29—Joint Army-Air Forces Conference at the Mayflower Hotel, Washington, D. C.
March 1—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 2—World War II Defense Aviation Conference, New York, N. Y.
March 3—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 4—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 5—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 6—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 7—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 8—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 9—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
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March 30—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.
March 31—PAAQ-1000 series mobile conference to be held at the Hotel Roosevelt, New York City, for the purpose of consolidating services and costs.

Jet Engines Compared

1 of 1

Power	Thrust	Speed	Weight	Fuel	Specific
500 ft. sec.	2000	7000			
750 ft. sec.	2500	7000			
1000 ft. sec.	3000	7000			
1250 ft. sec.	3500	7000			
1500 ft. sec.	4000	7000			
1750 ft. sec.	4500	7000			
2000 ft. sec.	5000	7000			
2250 ft. sec.	5500	7000			
2500 ft. sec.	6000	7000			
2750 ft. sec.	6500	7000			
3000 ft. sec.	7000	7000			
3250 ft. sec.	7500	7000			
3500 ft. sec.	8000	7000			
3750 ft. sec.	8500	7000			
4000 ft. sec.	9000	7000			
4250 ft. sec.	9500	7000			
4500 ft. sec.	10000	7000			
4750 ft. sec.	10500	7000			
5000 ft. sec.	11000	7000			
5250 ft. sec.	11500	7000			
5500 ft. sec.	12000	7000			
5750 ft. sec.	12500	7000			
6000 ft. sec.	13000	7000			
6250 ft. sec.	13500	7000			
6500 ft. sec.	14000	7000			
6750 ft. sec.	14500	7000			
7000 ft. sec.	15000	7000			
7250 ft. sec.	15500	7000			
7500 ft. sec.	16000	7000			
7750 ft. sec.	16500	7000			
8000 ft. sec.	17000	7000			
8250 ft. sec.	17500	7000			
8500 ft. sec.	18000	7000			
8750 ft. sec.	18500	7000			
9000 ft. sec.	19000	7000			
9250 ft. sec.	19500	7000			
9500 ft. sec.	20000	7000			
9750 ft. sec.	20500	7000			
10000 ft. sec.	21000	7000			
10250 ft. sec.	21500	7000			
10500 ft. sec.	22000	7000			
10750 ft. sec.	22500	7000			
11000 ft. sec.	23000	7000			
11250 ft. sec.	23500	7000			
11500 ft. sec.	24000	7000			
11750 ft. sec.	24500	7000			
12000 ft. sec.	25000	7000			
12250 ft. sec.	25500	7000			
12500 ft. sec.	26000	7000			
12750 ft. sec.	26500	7000			
13000 ft. sec.	27000	7000			
13250 ft. sec.	27500	7000			
13500 ft. sec.	28000	7000			
13750 ft. sec.	28500	7000			
14000 ft. sec.	29000	7000			
14250 ft. sec.	29500	7000			
14500 ft. sec.	30000	7000			
14750 ft. sec.	30500	7000			
15000 ft. sec.	31000	7000			
15250 ft. sec.	31500	7000			
15500 ft. sec.	32000	7000			
15750 ft. sec.	32500	7000			
16000 ft. sec.	33000	7000			
16250 ft. sec.	33500	7000			
16500 ft. sec.	34000	7000			
16750 ft. sec.	34500	7000			
17000 ft. sec.	35000	7000			
17250 ft. sec.	35500	7000			
17500 ft. sec.	36000	7000			
17750 ft. sec.	36500	7000			
18000 ft. sec.	37000	7000			
18250 ft. sec.	37500	7000			
18500 ft. sec.	38000	7000			
18750 ft. sec.	38500	7000			
19000 ft. sec.	39000	7000			
19250 ft. sec.	39500	7000			
19500 ft. sec.	40000	7000			
19750 ft. sec.	40500	7000			
20000 ft. sec.	41000	7000			
20250 ft. sec.	41500	7000			
20500 ft. sec.	42000	7000			
20750 ft. sec.	42500	7000			
21000 ft. sec.	43000	7000			
21250 ft. sec.	43500	7000			
21500 ft. sec.	44000	7000			
21750 ft. sec.	44500	7000			
22000 ft. sec.	45000	7000			
22250 ft. sec.	45500	7000			
22500 ft. sec.	46000	7000			
22750 ft. sec.	46500	7000			
23000 ft. sec.	47000	7000			
23250 ft. sec.	47500	7000			
23500 ft. sec.	48000	7000			
23750 ft. sec.	48500	7000			
24000 ft. sec.	49000	7000			
24250 ft. sec.	49500	7000			
24500 ft. sec.	50000	7000			
24750 ft. sec.	50500	7000			
25000 ft. sec.	51000	7000			
25250 ft. sec.	51500	7000			
25500 ft. sec.	52000	7000			
25750 ft. sec.	52500	7000			
26000 ft. sec.	53000	7000			
26250 ft. sec.	53500	7000			
26500 ft. sec.	54000	7000			
26750 ft. sec.	54500	7000			
27000 ft. sec.	55000	7000			
27250 ft. sec.	55500	7000			
27500 ft. sec.	56000	7000			
27750 ft. sec.	56500	7000			
28000 ft. sec.	57000	7000			
28250 ft. sec.	57500	7000			
28500 ft. sec.	58000	7000			
28750 ft. sec.	58500	7000			
29000 ft. sec.	59000	7000			
29250 ft. sec.	59500	7000			
29500 ft. sec.	60000	7000			
29750 ft. sec.	60500	7000			
30000 ft. sec.	61000	7000			
30250 ft. sec.	61500	7000			
30500 ft. sec.	62000	7000			
30750 ft. sec.	62500	7000			
31000 ft. sec.	63000	7000			
31250 ft. sec.	63500	7000			
31500 ft. sec.	64000	7000			
31750 ft. sec.	64500	7000			
32000 ft. sec.	65000	7000			
32250 ft. sec.	65500	7000			
32500 ft. sec.	66000	7000			
32750 ft. sec.	66500	7000			
33000 ft. sec.	67000	7000			
33250 ft. sec.	67500	7000			
33500 ft. sec.	68000	7000			
33750 ft. sec.	68500	7000			
34000 ft. sec.	69000	7000			
34250 ft. sec.	69500	7000			
34500 ft. sec.	70000	7000			
34750 ft. sec.	70500	7000			
35000 ft. sec.	71000	7000			
35250 ft. sec.	71500	7000			
35500 ft. sec.	72000	7000			
35750 ft. sec.	72500	7000			
36000 ft. sec.	73000	7000			
36250 ft. sec.	73500	7000			
36500 ft. sec.	74000	7000			
36750 ft. sec.	74500	7000			
37000 ft. sec.	75000	7000			
37250 ft. sec.	75500	7000			
37500 ft. sec.	76000	7000</			

PRIVATE FLYING

Utah Operators' Association Acts To Cut State's Many Crashes

Wright induces proposed series of conferences; intensified cross-country training to be given students; expansion of CAA communications service to private flyers urged.

A safety meeting held early in January by the Utah Fleet Base Operators Association, Inc. of a series, marks a new trend among flight schools and other operators which may be continued by operators in other states with benefits to aviation generally.

The Utah meetings are being discontinued because of an unprecedented number of air crashes in the state last year involving private flyers. State and federal aviation officials are moving to attack the basic cause of the accidents.

P. Wright Comments — Sigfried was the comment of CAA Administrator T. P. Wright that the responsibility for insuring competence in student and private pilots rests mainly with flight instructors. The Administrator urged continuation of the Utah meetings, explaining that CAA's recognition of its importance to civilians meant the specific needs of any specific area, but may be on a broad basis for the whole country.

Inadequate preparation of the

pilots for the rigors of mountain flying was blamed for a large number of the accidents while inflated seven fatal crashes and four other serious accidents which 17 persons were killed and six others critically injured, during the year.

Training Changes — As a direct result of the January meeting, the Utah operators group has announced an immediate increase in cross-country student flight training before permitting the student to make solo cross-country trips. The student will make not less than two directed cross-country trips.

The first will be with an instructor who will demonstrate cross-country flight techniques, resulting maps in relation to the terrain over which he is flying. The second will be with an instructor who will demonstrate his competency.

If the student is judged competent, he will then be permitted to make solo cross-country flights under flight plan control.

Recreational Aviation — Utah As-

How Not to Fly!

A classic example of incompetent mountain flying cited by Joe Bergin, CAA's aeronautics director, as cause for most accidents in the mountain state, is the case of a single-engine pilot who became lost over the mountains in a single-engine ship and crashed his destination field by necessity in miles on a 100-mile round trip.

He finally flew his plane into the side of a snow-covered mountain, exploding, afterwards that he "thought it was a low white frost cloud." The single-engine pilot was stranded at 11,000 feet in a snow-covered, weather-worn light aircraft, and without even a match or his pocket knife.

Student Director Joe Benton, CAA, Inspector Howard Harris and Carl Heilberg of the aeronautics group recently developed a series of recommendations on flight regulations to promote safety in mountain flying, which were forwarded to Administrator Wright. Among other recommendations was a proposal for increasing the pre-war CAA communications service to private flyers so that they could clear their flight plans.

Bergin cited cases of flyers forced down in mountain territory without flight plans, whose absence is not disclosed for days, greatly diminishing chances for rescue. Wright, removed by Bergin, indicated he would cooperate in reviewing the flight plan communications service, although not approved the other recommendations.

Special Problem — Bergin points out that flying a lightplane at altitudes near the plane's usable ceiling on cross-country trips and encountering powerful vertical air-mass movements common in mountain areas is a special kind of flying scarcely different from that encouraged by the student or private pilot in lower terrain.

Analysis of the Utah accidents, done in association with the recent liberalization of CAA regulations had any specific bearing on these causes. Majority of the crashes were in direct violation of both CAA regulation and good flying common sense.

Programs — Bergin does believe, however, that some private flyers are taking the attitude that "CAA has thrown the book away" by its

recommendations, and "think that anything goes," says he. He advises Utah operators and associations to assist in preventing "hazardous" flying and to see that amateur pilots get the kind of instruction that will make them safe and competent flyers.

Apart from the loss of life and property involved, the expense of searches for missing pilots in the mountain territory and the additional hazards of search flying are cited. No government or state funds are provided for such searches, and while Army and CAP flyers are cooperating, usually hundreds of hours of search have been flown at the searcher's personal expense, he reported.

More Military Flyers Enter Civil Aviation

Indicating the military flyer's desire to engage in some form of civil aviation is the growing list of former service pilots entering the aviation sales, service and instructional business. Organization of three new firms in widely-separated parts of the country for recruiting ex-service flyers, is being considered.

Pensacola, Fla. — Four AAP veterans, all ex-military pilots before the war, have organized Sky Service Systems and leased from the owners of the buildings and facilities of the modulation center at the Municipal Airport, enlisting on the owners being retained to assist in ownership.

The firm is headed by Elia A. Carson, former major, as president, with J. H. Merrill, former lieutenant colonel, as vice-president in charge of sales. Robert J. Stach, also an ex-mechanic colonel, as maintenance supervisor, and Ralph C. Baughman, former major, as secretary-treasurer and training and flight operations director.

The company will handle the Custer "T-33" with an exclusive dealership for virtually all of Indiana, Southeastern Illinois, and Western Kentucky. It also is negotiating for the dealership for a host of individual hangars.

Phoenix, Ariz. — Four former instructors at Falcon Field where British Royal Air Force officers were trained during the war, have opened the Mercury Flying Service at Phoenix's Sky Harbor Airport.

The four are Bill Blaauw, manager, Paul Borden, Vincent Goncalves, and Dick Johnson. Their services will include crop dusting and instruction. They will also distribute

newsletters, and "think that anything goes," says he. He advises Utah operators and associations to assist in preventing "hazardous" flying and to see that amateur pilots get the kind of instruction that will make them safe and competent flyers.

Apart from the loss of life and property involved, the expense of searches for missing pilots in the mountain territory and the additional hazards of search flying are cited. No government or state funds are provided for such searches, and while Army and CAP flyers are cooperating, usually hundreds of hours of search have been flown at the searcher's personal expense, he reported.



MIAMI AIR SHOW VISITORS:

Officers of the Personnel Approach Council of the Aircraft Industries Association joined today for a quick meeting at the recent All-American Air Show at Miami, Fla. Left to right: William T. Piper, Sr., president of Piper Aircraft Corp., and chairman of the council; Joseph T. Gossling, Jr., second manager, and Carl Prindlender, vice-president of American Aircraft Corp. and vice-chairman of the council.

Plane Seen Revolutionizing American Farming Life

Prediction that the personal airplane will bring revolutionary changes into the economic and social life of the American farmer was made recently by Harry Woodland, president of Consolidated-Vultee Aircraft Corp., speaking before the Pennsylvania State Council of Farm Organizations at Harrisburg.

Citing the farmer's advantages — fundamental knowledge of agriculture, and for a flight strip, here for a long time — the feasibility of present day planes for farm use, Woodland warned that the small two-place plane of today would be useful mainly for local flying, but predicted they would be supplanted soon by the four-to-five place planes of the low-price field.

Plan — Guided by plane and airplane modern methods introduced for post-war are two of the most important new uses of personal planes on farms; while marketing, fire-fighting, emergency missions of all kinds and transportation from farm-to-farm or farm-to-city, were other uses cited.



15-A-DAY AT TAYLORCRAFT

Taylorcraft Aviation is turning out the little side-by-side Twinsomes, at the rate of about 15 a day, and expects to build that production rate up to 20 a day next month at the Alhambra, Calif., plant. The view of the final assembly line shows an impressive number of Twinsomes.

Two Licenses Voided For Low Flying

Culver Crashes

Low flying and emergency passengers were the major violations of the Civil Air Regulations which prompted the CAA to revoke certificates of four pilots and suspend those of six other airmen.

Each of the condemned and condemned Board action follows:

REVCATIONS:

George Ernest Moore, private pilot, of the 10th Civil Air Patrol, and a member of Marion County State Park Boundary Crew, performing aerobatics in Marion, Ind., on Aug. 24, 1945, at 100 ft altitude, descended sharply, crashing and spending away. Later he was found to have been flying a civilian CAA section 6000 ft above the ground. His CAA certificate was suspended and his Civil Air Patrol certificate revoked.

Elmer L. Price, private pilot, for passing an aircraft at below the level of 100 ft altitude, Mar. 12, 1945, at Marion, Ind., was revoked his Civil Air Patrol certificate.

Certificates of four student pilots were suspended for low flying. They are: (1) Edward R. Gandy, New Concord, Ohio, June 18, 1945; Ralph Cuthbert, New Concord, Ohio, June 18, 1945; (2) John L. Johnson, Marion, Ohio, section 6000.

SUSPENSIONS:

William Charles Smith, private pilot, for flying his engine at a height of 100 ft and placing himself in front of the wheel of another pilot. This will, when not a forced landing, be a serious violation of the motor compelled to run off to increase its speed by opening the throttle. It is a violation of Civil Air Patrol regulations and could lead to a criminal charge. The second and revised take-off section 6000 ft which was issued recently, covering the Civil Air Patrol, also included CAA section 6000. Certificates suspended for 60 days.

Edward L. Cuthbert, student pilot, for conducting a solo flight outside of the specified limit of his certificate and for

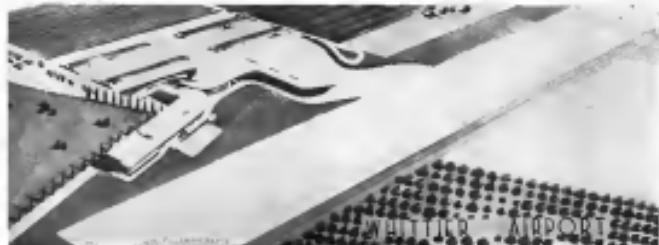
going, who subsequently surrendered his flight instructor's license Aug. 24, 1945, to the CAA, for flying his aircraft on numerous occasions, including solo flights, below and over 100 ft altitude, from Marion, Ind., to Marion, Ill., on Aug. 24, 1945. On Aug. 25, 1945, the CAA, on its emergency authority, suspended his CAA certificate. The CAA, Marion, Ill., when he and his students were not properly equipped with personal protective equipment, with the result that they violated CAA section 6000 of the Civil Aviation Act of 1940. Certificate suspended for 60 days.

New England Air Tour

Resumption of the annual New England lightplane tour, a big pre-war event, may provide some of the Northwest, is planned this year under sponsorship of the New England Aviation Trades Association, New Haven, Connecticut, New Haven, Conn., president, said "scores" of private pilots were expected to participate in the annual tour which spans several states in several cities. Past tour dates and complete itinerary of the tour have not yet been set but it is expected to include stops at Providence, R. I., Hartford, Conn., Westfield, Mass., Berlin-Bethel, Vt., Concord, N. H., Weymouth, Augusta, and Portland, Me. and Boston and Falmouth, Mass.

Pittsburgh Field Sold

Bentley Airport, near Pittsburgh, Penna., has been sold by Curtiss-Wright Corp. to Guy M. Miller, president of Miller Aviation Center, Inc., a new corporation formed by the CAA and Private Pilot Agents. Miller will promote the field as an aerial impact center with training school and complete service facilities.



PROJECTED DELUXE CALIFORNIA AIRPARK

Aerial perspective of the "Deluxe" private flying airport, planned for Whittier, Calif., by Robert E. Mekel, shows airport in foreground. Modernistically designed environment center with swimming pool and shaded verandahs for spectators and four rows of

individual hangars are proposed. Whether the airport will be authorized depends on Mekel's ability to convince local government officials that he should be granted a zoning exception to build it. Because non-flying visitors is expected to be a big item.



interesting features of this northward new personal plane design, developed by Thomas Mountjoy, Englewood, Md., are:

Mixmaster-Type Lightplane Design Completed By *Encoupe* Engineer

Personal project, calling for propeller mounted inside guard ring behind oil surface, presents many interesting structural possibilities.

An advanced design for a four-place personal plane, using a ring-guarded pusher propeller mounted behind the tail surface and an emergency JATO unit, has been completed by Thomas Mountjoy, Englewood, Md., aeronautical engineer, as a personal study not sponsored by his employer, Englewood & Mountjoy Corp.

The design is an all-steel, stressed-skin fuselage and wing design and has not reached an early production. However, a number of unconventional features of his plane offer certain advantages which call for additional study on the part of the industry and some of these may be seen on other planes in the next few years, even if Mountjoy's design never goes beyond its present stage.

Suggested By Gehre—Use of the rear guard is being suggested by John Gehre, CAA private flying consultant, and by other engineers as a likely alternative to the twin engine arrangement as a protection from the hazards of a jettison propeller.

Recent studies have shown, Mountjoy reports, that the propeller will add 5 percent to its tip efficiency. His design also calls for an arrangement of flaps on the tail ring, in the manner that engine cooling nose flaps are opened. These flaps would serve to slow the plane's landing speed, and the ring would also serve as a muffler, reducing the roar of the propeller, the designer says.

School Biplane Plans

Particulars plates and 40-second engine power has been brought from surplus stocks for manufacture are by Aero Industries Technical Institute of Los Angeles. The institute currently is instructing war veterans

addition of a bottom fin, would not only give greater stability, but would help to carry the load of the propeller at the tail.

The designer says as his only major problem the extension drive shaft and a possible rear cooling problem. Slight advances in aircraft design should eliminate both, but these would be applied to his design, however. He regards his arrangement as a considerable advantage over a double tail-boom arrangement from protection and aero-dynamic standpoints.

Hoover in XB-42—Probably the closest thing to an design to the Mountjoy arrangement, which has yet flown in the much larger Douglas XB-42 "Mammoth," which has contr-rotating propellers mounted behind the tail surface. It is understood that a new Lockheed two-place personal plane also has a pusher propeller arrangement mounted behind the tail surface.

Stephens Forum to Discuss 'Women in Aviation'

A national conference on "Women in Aviation" will be held at Stephens College, Columbia, Mo., April 25-26 under guidance of a committee of aviation leaders which includes Mrs. Nancy Harmon Love, William T. Piper, Sr., "Casey" Jones, Photo Negative, Inc., Dr. Ben Wood, and Dr. George Franklin.

The Stephens College aviation department will award credits about 300 women students yearly in courses which include flight training.

New North American Private Plane Flown

North American Aviation's experimental four-place plane, which may be used in place of the company into the personal aircraft market, was test flown successfully at Los Angeles Airport Jan. 24. At the controls were test pilot Ed Vang and Bob Chaffee.

An experimental as the airplane was its engine, a new 185-hp Continental, making it the first official flight.

FLY OVER THE MOON—The trim B-111 plane climbed steadily, was half-filled for an hour in an overcast sky, then landed directly on its Douglas gear.

"First landing ever made," said Captain Vang, test pilot of the engineering experimental section, did the takeoff.

DESIGN—It is assumed that first flights will be conducted with 195-hp Fairchild and J. H. Knobbeberger, North American president, designs whether the company will make the plunge into market production.

The completed plane, wrapped in oilcloth and carrying a dummy engine, was ready for flight from the company's experimental design department to Klaedtkehangar at Chatsworth, having been completed Dec. 31 ahead of a schedule. Development began in September.

Carrier Corp. Sets Up Employees Flying Club

A corporation to promote and organize private flying clubs among the employees of the Carrier Corporation-wide air-conditioning equipment firm, has been formed in Syracuse, N.Y., and chartered by the State. To be known as the Carrier Employees' Flying Club, it is believed to be the first group of its kind ever officially organized by an industrial concern.

Its purpose is to organize, equip, and operate an aviation club for the pleasure and recreation of its member and either to lease or buy aircraft to be used by club members.

WIDE SCOPE—While principal activities are expected to be in the vicinity of the Carrier company's headquarters at Syracuse, terms of the charter make it possible for clubs to be formed in any other city where Carrier has a branch office. Membership also is open to all members of employees' families over the age of 16.

—Alexander McMurtry

Briefing For Private Flying

Reduction of hull insurance rates on the 1945 model Cessna because of factors of design and safety in operation, decreasing to dates 1946 to 30 per cent depending on an insurance selected and purpose for which the plane is used, were announced last week by Newhouse & Snyder, Inc., New York, underwriting managers for aviation insurance for the Employers' Group of Bowles. The reduction was attributed principally to the improved characteristics of the plane, because CAA records indicate that one-third of all crash losses on monoplane corner planes are due to spin or stalls. Other factors were improved visibility while taxying, low-wing design and metal construction. The underwriters believe this is the first attempt in the aviation insurance field to set individual rates for any one model airplane. Reductions apply to all companies whether operated by private owners, dealers or aircraft service operations. The announcement is significant. It exerts a powerful pressure on competing airplane manufacturers to build all-metal low-wing planes characteristically incapable of spinning. When these safety factors are recognized in designs of aircraft in the insurance cost of a plane, competitor designers can't afford to ignore them much longer.

TEST CELLS FOR HANGARS—Prussia flies in the vicinity of Niagara Falls, N.Y., Municipal Airport, are using the construction of test cells in the field for private plane storage. The test cell buildings were formerly used by Bell Aircraft Corp. during its fighter plane war production, but are not now being operated.

UTAH AIR MARKING—Plans for installations of approximately 200 air markers in Utah communities as soon as weather permits have been announced by Joseph J. Weger, state aeronautics director. The signs, following standard CAA recommendations, will be visible from 3,000-ft altitude.

BETTER PLANES, BETTER AIRPORTS—Two factors will make or break the private flying boom, says William A. McMurtry, assistant secretary of Commerce. They are safer, easier-to-operate private planes, and drastic improvement in our present airport system. Despite the growth of private flying since V-J Day, the total number of airports has declined only a little beyond the 1945 level of 2,315, he points out. No matter how fine a plane is built, it will be of little value without more airports. Roeder is urging all possible speed on the national airport program. Delays in Congress will mean that work will not begin until the 1947 construction season, he predicts.

IN 10 YEARS—Larry Bell, president of Bell Aircraft Corp., predicted recently that the helicopter manufacturing industry in 10 years will be larger than the business of making conventional small planes, and that the helicopter will shortly displace the personal low-wing plane. The company is going into production of 500 of its two-place helicopter which it regards will cruise at 90 mph at 275-300 miles, carrying 460 lbs. in passengers and baggage, using a 160-hp engine. Top speed is 120 mph. The company is spending \$3,000,000 for the small helicopter. The company also is developing a larger helicopter which will carry one ton of cargo, and may be used as a cargo plane. While no definite price was set for either aircraft, Bell thinks within two years a price of \$4,000-\$5,000 may be practical for the two-place model.

GLIDER CONVERSION—Among 500 military surplus gliders sold by EFC for \$31.50, best-selling type is the TG-2, a three-place glider developed by Taylorcraft in its standard configuration. Of 140 gliders remaining for sale week 126 of them were TG-2s. Taged at \$31.50 they may be converted to two-place lightplanes, certifiable by CAA, after frame modification and installation of an engine, propeller, etc. EFC reports supply of suitable engines, which has been short, increasing. The gliders are being sold subject to the usual surplus practice of dimensions to dealers purchasing on lots of date or more, and a 20 per cent discount to veterans.

—Alexander McMurtry

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Disseminating Agents will instantly recognize the Seabee 4-plane out-sized Amphibian with its revolutionary engineering, as solely a product of progress... It can soar in flight up to the safety requirements of the newest personal plane... It will be ready for delivery early in 1946... It is designed by the same engineering talent which developed the famous Thunderbolt, the Seabee becoming still more and more the inherent rugged qualities which characterize all Douglas products... It is the broad experience in building aircraft to war's vital needs above all else qualities rapidly to build a comparable product for peace-time use... and at a low cost price. \$1995. Midway Motors.

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PRODUCTION

Procurement Legislation Changes Delayed by Complicating Factors

Army now wants wider revision of general field, ground force advocates move to check AAF independence, and unification bill calls for single program.

Early revision of aircraft procurement legislation, delay of which has contributed to the unsettled Army and Navy aircraft procurement picture, now appears unlikely. The master, once heralded as Army and industry leaders, now is overprinted by several outside factors.

Army, Navy and aircraft manufacturers have, up to now, been inactive in the matter. The Air Corps Act of 1938 which governs procurement, in discussions extending over several months (AVIATION NEWS, Oct. 14). For weeks the recommendations have been awaiting action in the office of the Undersecretary of War. Since originally presented, however, three developments have affected what steps appeared to be routine procedure.

Army Plan.—The first is that the Army now proposes to ask Congress for an overhaul of general procurement legislation. Principles in the proposed legislation would largely follow those of the 1938 act, but request procurement revision, including food for experimental contracts, quantity orders and developmental contracts, while authority for the War and Navy secretaries in negotiating contracts, etc.

Legislative experts of the Army and AAF see worrying whether the general procurement legislation, or

into a trend toward reducing the air forces to their previous subordinate status.

This, however, is scarcely possible at view of the third complicating factor—the recent certainification of defense funds. While unification would give the air forces independence and a more dominant influence than they have ever before enjoyed in peace, it is pointed out that present Congressional proposals for a single defense establishment call for unified procurement.

Although the industry has no doubt but that it would be repaid in, and strongly influence, the over-all procurement bureau involved in the unification bill, the fact remains that there would be no separate provisions for aircraft procurement, and no determination of national air policy, satisfied by Congress. The problem of so much authority in the industry remains unsettled.

New G. I. Electric System Gears Compass to Gyro

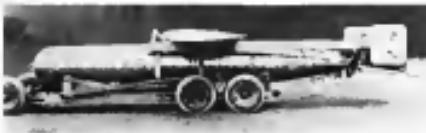
A new combination electrical system of instruments just announced by General Electric is said, for the first time, to give an airplane sustained and purpose-directed navigation in flight, controlled by a pilot without the necessity of gyroscopic corrections being made by pilot or navigator.

G. E. engineers said that the advanced system, known as the gyro-controlled directional gyro, has been perfectly in proof exactly correct and continuous data on directions when the plane is being maneuvered by a pilot.

One of the features of this method of harnessing the compass and gyro into a steady computing unit is that errors, which normally would crop out in either of these instruments operating separately, are corrected automatically.

The computers in this system are remotely located, usually far out on the wings of the plane. There they are not disturbed by the metallic armor and other units in the cockpit of the military plane. They are connected with an electrical transmitter.

Electrical impulses from the compass transmitter then go to the new type of small and light electric-driven gyroscope. Under previous arrangements, these compass impulses went directly to instrument dials in the cockpit or other places in the plane without any connection with the directional gyroscopic.



FLYING TORPEDO

This Army Air Forces photo shows an experimental glider launching a missile. I do not know whether the missile glided all the way to its target or had the ejection after gliding down to wave level from the launcher.

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Surplus Plant Sales May Be Revised

SPA proposes coordination
with surplus old plants as partial
payment on new ones.

Suggesting a departure from current surplus plant disposal procedure, the Surplus Property Administration has proposed that the disposal of plant and equipment be "coordinated," and that in special cases, old plants be accepted as partial payment on new ones.

In a report to Congress on the surplus plant disposal program, SPA reveals that the Army and Navy plan to retain a surplus base ten aircraft and four engine test stands and that the other aircraft facilities are being put in other military use. During the war, the Government invested more than \$4,000,000 in each of 81 plants, 28 for aircraft, 18 for engine, and seven for propeller manufacture.

Blockade—Tracing the difficulties encountered to date in aircraft plant disposal, and the policies that have consequently evolved—so previously reported in Aviation News—the SPA report estimates that the industry can utilize perhaps one-third of the warplane facilities, and one-half of the engine spaces now in surplus. While the industry is the best equipped nation for the plants, it is handicapped in its plans by the uncertainty of policies and mixed procedures, and the fact it must spend large sums on research.

The opportunity for multiple

tenancy operation of large aircraft plants appears poor," SPA declares, but is under investigation. The administration is urging and parts plants soon better.

Preference—It has been realized for some time, SPA asserted, it would not extend the aircraft industry any preference in the acquisition of aircraft plants on the grounds of national defense. Preferred treatment will be accorded in individual cases only when requested by the Army or Navy. "It is expected," the report says, "that the number of instances in which special treatment is requested will not be great."

While leasing of war-built plants is not generally in favor, SPA will dispose of facilities on that basis when a sale cannot be arranged. General Electric Co. has found a plant in Illinois. Other facilities are being sold by the General Machine Co. The monthly rental of \$5,783.33 represents an eight percent return on the reproduction value of land and buildings, which is \$317,826, and a 12 percent return on an annual basis of the installed cost of the overhead charges, which was \$87,000.

Franchise Granted

Southwest Aeromotive Co., Love Field, Dallas, Texas, has been granted a distributorship franchise by Pratt & Whitney division of United Aircraft Corp. Southwest Aeromotive, a repair, overhaul and service P. & W. division, as well as carry a complete line of spare parts.



LOCKHEED AWARD:

Lockheed Aircraft Corp. recently was awarded a Navy "Certificate of Achievement" for its record at the recently-closed Navy-Lockheed Service Center at Van Nuys, Calif. The \$110,000 modification has handled contracts valued at \$14,000,000 for modification of seven types of Navy planes. New "surplus" are two 4500-hp J47s, ship and administration buildings, a cafeteria and barracks. At the award presentation were (left to right) Robert E. Gross, Lockheed president; James E. Bogue, Lockheed operations manager at Van Nuys; Lt. Cmdr. E. W. Shad, Jr., Navy Bureau of Aeronautics; Regis C. Stoeckel, Lockheed general service manager; and Carl R. Squier, Lockheed vice-president.

Army and Navy Officers To Study Mobilization

A group of 50 selected Army and Navy officers are enrolled in the first post-war course in industrial mobilization to analyze and interpret the supply lessons of the war in an effort to prevent errors and difficulties in their careers.

The review, to be carried out by the Army Industrial College, a joint Army-Navy school of post-graduate studies, has the relation to industrial mobilization that the critique bears to major military undertakings and constitutes an open forum for research and up-keeping operations.

Aviation—Factors to be considered by the course are related to natural resources and raw materials, whether domestically available or obtainable from foreign sources, and also will include studies of industrial facilities and services such as factories, plants and other means of production, transportation, power and communications.

Fairchild's V. Credit Agreement Amended

The Republic V. Credit agreement between Fairchild Engine and Airplane Corp. and the Standard Trust Case National Bank, Bank of the Manhattan Company and Geneva National Bank has been further amended to provide for a credit of \$10,000,000 at 2½ percent interest on borrowings until May 15, 1947, although the corporation is not borrowing any funds under that credit at the present time.

The new amendment, effective Dec. 26, 1946, further modifies the credit agreement with the four banks dated Nov. 1, 1944, which originally provided for a credit of \$35,000,000 at 2 percent interest on borrowings until May 15, 1946, and since June 1, 1945, has provided for \$15,000,000 at 2½ percent interest on borrowings until May 15, 1947.

Webb Wilson, Fairchild treasurer, said the Dec. 1 and Dec. 26 reductions in borrowing limit under the V. Credit agreement, which aggregated \$35,000,000, were an equal indication in the interest of Fairchild's total independence permitted by the terms of the V. Credit agreement, reflect lower anticipated financial requirements and the successful offering last May of 90,000 shares of the corporation's \$2.50 cumulative preferred stock (without par value—convertible prior to May 1, 1945) by a group of 12 underwriters headed by Smith, Barney & Co.



THERE MUST BE CONSTANT CONTROL

to maintain quality!

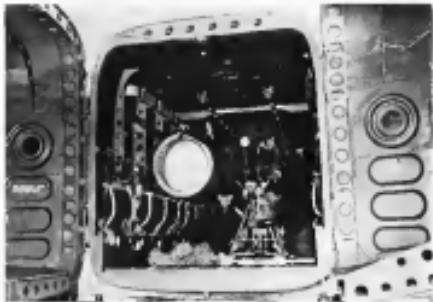


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BOUND FOR ALASKA:

United Aircraft engineers pack up a completely disassembled Sikorsky S-61 helicopter in the cargo hold of a Pan American World Airways Lockheed Electra at the Anchorage, Alaska, airport. Later the plane took off for Alaska where the helicopter is intended to undergo cold-weather tests.

RFC Faces Mandate To Scrap Much Goods

With the sale of surplus aircraft engines and components lagging behind other surplus items, and disassembled machinery still not performed, the Reconstruction Finance Corp. is faced with a disastrous mandate that may be worse than some "reamerly unusable" property.

The revised Surplus Aircraft Disposal Regulation 4 provides that when RFC finds an item cannot be sold within a reasonable time at prices equal to or greater than minimum prices, it shall scrap such item and like supplies when they are declared surplus.

Sales in Doubt—While it is estimated that RFC may eventually receive some \$3,000,000,000 worth of surplus aircraft and components, about \$40,000,000 of which could be expected to be readily salinable, RFC had said materials originally costing only \$4,000,000 as of the first year Sales totaled \$1,221,798. The 47 RFC agents for the sale of engines and components accounted for \$673,823 of this.

The rate of sales price is original cost, however, as are reuse RFC is proceeding cautiously on the aspect of its disposal job. While engines and components have sold for roughly 40 percent of original cost, aircraft, for example, have been

disposed of at about 15 percent of cost.

Program—Progress in setting up the agency's appraisal system has been slower than some observers expected. At the end of October, RFC had three appraisal offices, 22 had been added since, 18 others

at the 47, 16 are under construction, and 16 more are planned.

The contractors will have the option of retaining the newer appraisal agreements.

Meanwhile, RFC has reported progress on its program of encouraging industry to seek non-aircraft uses for the thousands of surplus engines for which no aviation market is discernible. The Texas Industrial Co., Houston, has converted a radial aircraft engine into a 100-hp industrial engine capable of lighting a town of 3,000 people. The Aero Products Co., Detroit, also is developing generating units of 100, 200 and 300 kilowatt capacity from standard aircraft engines. And the Louisiana Materials Co., New Orleans, is installing two Allison liquid-cooled engines in a 33-foot barge. It is expected that the boat will have a speed of 45 knots.

Report Due—However, RFC has yet to receive a report from Fred Boren & Sons, New York industrial engineers, who have been studying possible non-aviation uses for aircraft engines. RFC is also having

difficulty in arriving at its own evaluation of the market for engines. In October it closed bids on a test sale of 10,000 surplus aircraft engines of varying sizes, but as of last week it had not been able to correlate the offer rates into a summary that indicated specific trends.

Six New Field Offices

Established by RFC

Former Liquidation Commissioner Thomas C. McCabe has announced the opening of six new field offices to dispose of overseas war surplus in widely-separated parts of the world. The new offices are: Rio de Janeiro, Brazil, covering Argentina, Bolivia, Brazil, Chile, Uruguay, and Paraguay; Quarry Bridge, Guelph, Ontario, covering the Caribbean Defense Command and Mexico; Ottawa, Canada, sub-office for Newfoundland; Allis-Chalmers, St. John's, Newfoundland; Labrador, Greenland, Iceland, Baffinland and the Yukon, will have headquarters in Washington; Melbourne, Australia; for Australia and the South Pacific areas; Shanghai, China, with branch office in Chongming, China; for Manchuria and Marshall-Gilbert areas.

The China, Melbourne and Guam offices are branch offices of the central field headquarters in Manila.

Deutsch Co. to Build Aluminum Furniture

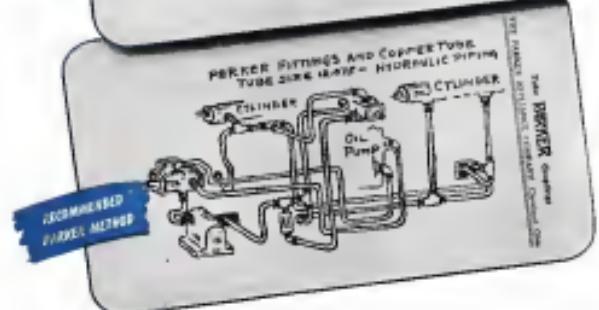
The Deutsch Co., one of the three largest manufacturers of hydraulic fittings and aircraft valves, has formed a new manufacturing concern, Dicoen, Inc., to produce aluminum outdoor furniture. The new organization, which includes the Alcoa, Inc., branch purchased by the Dicoen Co., will produce at the Birmingham, Calif., plant of the Aerco Corp. for \$500,000 and expects to spend \$400,000 more for tooling.

Dicoen, Inc. also owns the Aero Tool Co., organized in 1948, which it is reported to have been the largest wartime producer of aircraft rivet tools. This company still is an participant in tools for reconditioning.

Minneapolis-Honeywell Expands Sales Set-up

Minneapolis-Honeywell Regulator Co. is opening sales offices on its automatic aircraft controls on the East and West coasts. Richard Brown will be Area Division sales engineer in New York, while Carl A. Anderson will have a similar position in Los Angeles.

PROOF from a Parker engineer's notebook



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PERSONNEL

Maj. Gen. Elmer Adler Goes to Aerovia Branch

Maj. Gen. Elmer E. Adler, who retired from active duty after serving as vice-president and general manager of Aerovia Branch, has accepted the position of vice-president and general manager of Aerovia Branch. Major Adler has had an extensive career with Aerovia Airlines, Inc.

Some officers of the line are present: Mr. E. H. Hause, vice-president and general manager; Douglas Goodale, trustee; Aerovia Securities Incorporated; and military, W. L. Cleaton. When Aerovia Air Service and Aerovia Communications were merged, Gen. Adler became managing director of the combined plant. Aerovia Air Service Division at Wright Field, under Lt. Gen. William Knobell. He has served in the Army for 37 years.

Former TWA V. P., Joins Atlantic Airlines

Vincent P. Cooley (phot.), formerly vice-president traffic for Trans-Continental & Western Airline, has been associated with Atlantic Airlines, Inc., as general traffic manager. Cooley, who is well known in the air transport industry, was with TWA for 20 years and prior to that was affiliated with Eastern Airlines.

New officers of Atlantic are: R. J. Sollman, president, and James E. Ferguson, vice-president and traffic manager. Carl W. H. Hause, formerly director of research & development, Joseph A. McLaughlin, Harry B. Jenkins, Joseph Bertrand, Benjamin Cole, and Samuel J. Stalman.

LL. Col. Archey G. Cookman, who served as chief of the liaison branch, AAP Office of Information Services at headquarters in Washington, has been appointed executive editor of Popular Mechanics magazine. Before entering the service Cookman was with the Chicago Daily News.

G. E. Shultz, formerly director of materials and supplies for aircraft production in the Comptroller Department

of Materials and Supplies, has been appointed supply manager of the government's War Assets Corp. He will have Headquarters at Ottawa, Ont. He will join the Materials and Supplies Department of War and is also being appointed assistant to the general manager of the government's Federal Aircraft Ltd.

Richard A. Ashe has been named western regional superintendent of Boston offices for United Air Lines at San Francisco.

Barney Brown (left), secretary of Pennsylvania-Central Airlines, has been made executive assistant to the president while retaining his position as manager of the Pittsburgh office for 18 years and is well known in the airline field. Thomas T. Bicanca (right), former Buffalo Regional



Traffic manager for PCA, now becomes manager to the executive vice-president of PCA and James E. Rehkopf, Washington district traffic manager, replaces him on Buffalo. Bicanca joined PCA in April, 1948 after returning from Europe where he was representative for Lockheed Aircraft.

J. E. Ferguson, who has been chief production engineer of Lockheed's aircraft engine program, has become director of automotive engineering of the Lockheed Motor Co. Inc.

George E. Bevin (phot.) has joined Aerovia Aviation Corp., distributors of Bauschert aircraft and Beaudot aircraft radios, as supervisor of flight operations. He will receive flight training in connection with his duties. Rodin, director of Aerovia Aviation Corp., where he helped in the development of the Ground Control System, continues Aerovia's new flight operations department for Aerovia Dynamics Co. and a flight instructor for Aerovia Airlines.

Two of the heads of commercial air transportation recently received 30-year pins from United Air Lines. Captain Charles G. Doh, commander of United, and E. F. (Pete) Trapp, director of the company's division, holdings and airports department, both began their commercial transport careers with National Air Transport, a predecessor company of United. In addition Fred A. Franzen and Lowell



have been honored to posts with the airline since George F. Palley, lead association representative for United, has been transferred from Washington to Chicago. Robert E. Johnson has returned to headquarters after a year's absence, and George and James N. Baas have returned as assistant to the vice-president in charge of administration.

Last. Comdr. Julius Krotlik, formerly head of the defense assembly section of the New York office of the American Legion, has been appointed assistant to the chief engineer in charge of sales, service, and advertising by Ginter Hydraulics, Inc., Brooklyn, manufacturers of aircraft landing gear and marine components.

Capt. Thomas P. Biss (phot.), vice-president of the Sperry Corp. and its subsidiaries, has been elected president of the corporation by the board of directors. Thomas A. Margia, who is current chairman of the board and previous chief executive officer, has been president and a director since 1944, and was president of Eastern Air Lines from 1939 to 1941.

Biss has volunteered to serve as chairman of the aviation division of the New York City Chamber of Commerce. His first task is to organize committees within the aviation industry for solicitation.

LL. Col. Charles A. Stanford has been assigned head of the new aviation department of the North American Corp. He has been an engineer. Col. Stanford has been associated with aviation interests since the early days of commercial flying. He was with Antes Air.

SPECIAL AIR SERVICES

CHARTER

NON-SCHEDULED

INTRASTATE

Maryland Franchise Transfer Sought

Tracker Asks Franchise

But first asks permission to assign rights in Chesapeake Airways, proposed Eastern Shore service.

Maryland's proposed intrastate airline franchise was postponed last week when Red Star Motor Coaches, Inc., filed opposition with the State Public Service Commission for permission to assign its intrastate air service franchise to Chesapeake Airways, Inc.

Red Star was one of three operators which were approved by the state late last fall for intrastate air carrier services.

► **Star Axles** — Chesapeake Airways, successor to Chesapeake Airlines, Inc., has issued \$100,000 in stock, all of which has been subscribed by residents of the Eastern Shore territory to be served by the proposed airline. Officers and directors at the time of issue, it is said, own less than 35 per cent of the total subscribed stock.

Red Star, which obtained 1942 operating Oct. 5 to supplement its bus routes with flights from Baltimore to Easton, Ocean City and Salisbury, said in its new petition that subsequent investigation and analysis had convinced management that "it is more compatible and consistent with public interest and with the publicly declared policies of the duly constituted Federal authorities that the service hereinafter sought to be provided by Red Star should be rendered by a corporation not directly or indirectly owned by Red Star, but by an independent corporation."

KC-47 Purchaser — That reference was to The Civil Aviation Board, before which Chesapeake Airways has pending an application for permission to serve Eastern Shore points and Baltimore Beach, from Washington and Baltimore. CAB has favored on control of intrastate by trustee carriers.

A Chesapeake spokesman and the company already had purchased one Douglas C-47, which probably will be flying in 40 to 50 days. A second ship is sought. Conversion of both may be done by G. L. Martin Co.

Joint Schedule Planned — While

Lodwick to Set Up Conversion Plant

Albert J. Lodwick, who has been named a vice-president for development as Assistant Secretary of War for Air, has announced formation of Lodwick Aircraft Industries, Inc., at Lakeland, Fla. The company will specialize in conversion of Army surplus transport aircraft for commercial aviation.

The first project, a Douglas C-47, has been completed for the use of another aviation industry planner, W. D. Pawley, who now is a spokesman to Pan American Airways on a regular passenger and express service to three small mass routes.

Douglas J. Laughman, who helped keep trucks moving on the Burma Road during the war, will be a director of the new company at Lakeland, Fla., and Pawley, of Miami, recently, and will use the plane in his travels throughout South America. For a sum, Lodwick's company planned to convert a large number of Beech Army transports, only 10 of which have been released.

Lodwick formerly headed a banner

Air-express aviation school at Lakeland, and earlier was a vice-president of Aviation Corp. He is on the executive staff of Howard Hughes.

Three Lines Suspend Service for Winter

Michigan Central Airlines (Ann Arbor News Jan. 13) has discontinued operations for the winter, mainly because of weather and airport conditions.

Several other smaller services have closed down after varying periods of trial operations to obtain cost and revenue data including



NORTHWOODS MAINTENANCE

A Northern Division of the Canadian Pacific Air Lines fleet which serves remote mining camps in the bush country gets a rough-and-ready service at Yellowknife, gold center on Great Slave Lake.

Claire Air Lines, in Missouri, and Maryland Airlines, connecting Washington, D. C., and Evansville, Ind., with Bealeton, Va., Del.

Brooks Watched—Dwight Longwells, in charge of safety operating and safety records, is in belief that accidents might increase. Accordingly, the company's requests for CAB operating certificates, is an important factor.

The Page Air Lines circuit in Washington last year is considered an example for all other carriers who seek regional routes. Every effort is being made by most of these companies to maintain a good record—evident in shipping operations—after hearings have been held or the carriers' reports have been issued, even though most such statements conclude that business is available for year-round services.

Ohio 'One Man' Airline' Takes New Firm Name

One Man Airlines Co., the "one man airline" organized by Milton Hirschberg, now in dozen business and in the name of Air Years, Inc., but operations and name are unchanged. Headquarters of the company remains at Potowmack City, Ohio, according to Hirschberg whose company has been described in such magazines as Air Transport, Corcoran, Callan's, Business Week and in various newspapers.

"We carry everything necessary to the convenience of the people on the Lake Erie Islands, which are south of Sandusky," Hirschberg reports. His equipment includes two Ford trimotors and several single-engine planes.

Los Angeles-Sacramento Line Plans Expansion

Pacific Air Line, Inc., which enjoyed a thriving passenger business on the West Coast before airline operations were discontinued, will resume regular schedules shortly between Los Angeles and Sacramento, Lester B. Daniels, vice-president, has announced.

Two daily round-trips are planned with converted C-47s. One additional flight to be served by an unconverted fleet. Los Angeles passengers will be presented between day

airports and downtown points.

FWB Use NATS Personnel—Daniel, a former NATS pilot, said the company's flying personnel will be ex-NATS personnel. Even the business will be selected from former WAVES who served in the same capacity in the service.

37 Acres at Idlewild Leased By Cargair, Inc.

Cargair, Inc., of Los Angeles, has leased 37 acres at Idlewild Airport to a small cargo company of a \$100,000 investment. The company recently obtained a franchise at Fresno Airport, Calif.

High speed cargo loading and unloading devices, not under development by this company and its extension of airport cargo units at strategic locations may be expected.

Canadian Pacific Files New Route Application

Canadian Pacific Air Lines, Ltd., Montreal, on its first application for a route since the formation of the Canadian Air Transport Board, has asked for a non-scheduled charter commercial service out of Roderick, Que., to the principal points on the Great Lakes and over river points of the Great Lakes for summer months. CPA has operated a service out of Roderick, mostly for prospectors and lumbermen, for several years.

Florida Fresh Air Express Organized at Lakeland

Florida Fresh Air Express has been organized by a group of Lakeland, Fla., business men to fly produce and other perishables to northern markets.

With J. C. Rogers, Lakeland attorney, as spokesman, the company announced that it is backed by a group of prominent citizens. An initial fleet of six C-47s will be used. It is hoped to start service within 30 days. The only route is negotiations with the AAF for removal of the large Lakeland Airport, Lakeland Aviation Industries, Inc., will convert the surplus Army aircraft.

Cargair Article—According to Rogers, managers already have arrangements with a dozen of southern, fresh fruit, vegetables, vegetables, flowers and seafood for nonstop flights to New York, Buffalo, Cleveland, or Detroit. Cargair for return trip is being sought. Company personnel are being drawn largely from ex-service men.

Baltimore-Miami Service Starts

A Columbia Air Lines Boeing 747 has completed its first round-trip between Baltimore, Md., and Miami, Fla. Two round-trips weekly are proposed, eventually to be increased to three with a second Boeing.

C. L. Bentley, president of the airline which is based at Baltimore Municipal Airport, said the first southbound flight was chartered by a group of Baltimore citizens. The first return flight was to Raleigh and Asheville. Arrangements have not yet been made to land at Washington's National Airport. **By Broadcast News**—One way fare



Found in a heap of pine stumps . . . a way to make tires better

Sometimes soap is used in making all types of synthetic rubber for tires. At first, it was soap derived from animal fat. But out of pine stumps, fibers seen in the picture, came the answer to making better tire synthetic rubber.

The answer is to use soap made from the resin in pine stumps. B. F. Goodrich developed a new synthetic—GRS-10—with this important difference. Tires made from the new rubber, and auto provided no fatigue as did the development before.

come an important military item.

Tires made from the new rubber give more wear than tires made from ordinary synthetic. They run cooler. The rubber is more flexible, which is important in controlling cracking under heavy loads. Tires keep their strength. Tire life is increased.

Now all the synthetic rubber used in B. F. Goodrich airplane tires is the new GRS-10. This is typical of the B. F. Goodrich policy to make their Atlysene tires known always the finest, safest airplane tires in the market.

This policy has caused B. F. Goodrich low-pressure tires to be the favorite of airline and private pilot for years. The B. F. Goodrich Company, Aerostatic Division, Akron, Ohio.

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FINANCIAL

Colonial Airlines Stock Shows Most Sensational Rise of 1945

Common rises 309.9 percent from 1966 close of 9 1/4, a surprising performance in view of earnings record and prospects; Eastern common up 189.2 percent.

A number of selective airline stocks were among the most sensational market performers of 1948. An extensive Avantex News survey shows gains ranging from 44.4 to 369.0 percent. The accompanying table highlights the selective pattern of the gains achieved by the individual carriers.

The most spectacular performance was by the common stock of Central Airlines. Rising from the 1944 close of \$4, a series of spurts during the last few months of 1945, the shares up some 36 points for a net gain of 36.9 percent at the year end.

Assessing — This market performance has attracted many observers as the earnings record or future prospects of the line hardly justify such rampant optimism. The company experienced deficit operations in all years except 1941 to 1943 inclusive and 1946. Were it not for the gains realized from the sale of equipment in 1941 and 1942, these positive results would have been even more impressive. In 1945 the price per share was earned. Earnings for 1946 are estimated around 46 cents per share. Colossal is one of the highest cost operations in the industry. The new routes awarded

1945 Market Changes Listed Airline Securities

Company	1945-50	1950-55	1955-60	1960-65	1965-70	1970-75	1975-80
Amesbury	34.0	42.0	32.0	22.0	22.0	22.0	18.0
Colonial	34.0	34.0	34.0	34.0	34.0	34.0	34.0
Wellesley	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Northwood	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Weston	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Pas. American	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Wellesley	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Colonial	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Wellesley P.T.	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Weston	2.0	2.0	2.0	2.0	2.0	2.0	2.0

in the sale of the new stock.

Eastern—The 19.2 percent apportionment shown by the ~~1960~~ stock of Eastern Air Lines during 1968 nicely rewarded the carrier's backers. This company always has an excellent earnings record and the lowest operating costs among the airlines.

The housing output of Eastern and Central states also showed slight upward movement.

FTRA-TWA received a gain of 142 percent for 1945. The newly established international air routes have attracted considerable attention to the company.

Wingfoot—Wingfoot's 1945 sales were expressed in view of the leveraged position it has in its organization by virtue of the \$20,000,000 insurance it has. The company reported little business last year. With about 45 percent of the stock held by the Houghtaling Co., the financial stability of the organization is somewhat questionable.

Wingfoot has 100,000 shares unissued, a very limited float for concerted public offerings.

The common stocks of Western Air Lines almost doubled in price during 1955. This success has come largely as a result of a new management and is making a strong bid among the nation's airlines.

Post American—Against the poor record among the airlines, was made by Post American Airways. This stock gained but 33.8 percent during last year. Then it slumped 4,000,000 shares recently, resulting in addition, more than 2,000,000 new warrants are outstanding which will be exercisable until the holder is compelled to sell. The price is now at \$100 a share or below December 31, 1957. Probably this large initial supply of stock has been a factor in confirming the market gains in the carrier. A greater influence, however, may have logically been found in the intense competitive position. Post American has been doing well in the international field in its European activities.

Both these equities, the common and preferred, proved to be the steepest market laggards of 1986. While the company has demonstrated real earning power in recent years, the conservative quality of the management has shielded it from the buoyant classes for the future.

As with the aircraft, the individual airline stocks will continue to show a high degree of selectivity in their individual market patterns. The stock performance of 3546 may not necessarily be the same as others.

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TRANSPORT

ATA Urges Truckers Organization To Join Fight Against Integration

Rampak wants that concession of ownership would result in dangerous "super monopolies" and break down competition between various types of carriers.

By MERLIN NICKEL

The Air Transport Association, based on the American Trucking Associations last week to join it in its battle against "super-monopolies."

Robert Rampak, executive vice-president of the air group, told the truckers at their annual convention at Cincinnati that concentration of ownership of air and rail types of carriers in the hands of a few over-all transportation companies, as well as in some categories, would create "super monopolies."

Wars of Purpose. "The purpose, he said, is to break down competition between various types of carriers—air, bus, truck, rail, pipe and water, as well as that between rail in each type.

Terminating the problem "is common one that must be solved in a unified way," Rampak referred to a speech made by President Truman when Truman was U. S. Senator, condoning "integration of ownership" in national transportation.



JOINT CONFERENCE ON AIR MAIL:

Bigger joint conference looking toward expansion and expansion of air mail service. Aviation NEWS Jan 14 brought together many distinguished officials of the Post Office Department and air transport industry. In the group (right to left) are Jack Fife, president of TWA; Joseph J. Lavelle, Third Assistant Postmaster General; Robert E. Hennigan, Postmaster General; Gail R. Johnson, Second Assistant Postmaster General; Robert Rampak, executive vice-president.



ATA'S NEW PRESIDENT:

Air Transport Association's three top executive posts were filled last week when Emery S. Land (above) took office as president. Land went to work at ATA Wednesday, day after his resignation as Maritime Commissioner chairman and Administrator of the War Shipping Administration became effective December 1 in the week Milton W. Admold, who was vice-president in charge of operations and engineering, became executive vice-president of the organization Jan. 1.

Financial. Previously, in a talk before the Advertising Club of Washington, the ATA executive said that if U. S. airlines fail to meet their equipment expansion by the end of this year or early 1947, they will have at least 1,200 planes with a capacity of 14,337 passengers and 10,000 800-600 passenger planes a year. That would be three times the pre-war.



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number of planes and seven times the seating accommodation.

In an "objective look at the industry," he suggested speeding up of marketing procedure, full schedule-dependability for passengers and shippers, increase in seating capacity, improved longer facilities at airports and faster charter travel between cities and airports.

NATIS West Coast Base

To Move About July 1

The Naval Air Transport Service will transfer its West Coast base from Oakland Naval Air Station (Oakland Airport) to Moffett Field when the Oakland station is closed about July 1.

New routes are being established at Moffett Field for NATIS heavy transport operations. It is expected that NATIS' command headquarters, now at Oakland, also will be established at Moffett Field. **Programs.** The Oakland field is being used to the capacity of a maximum of aircraft in the Pacific Naval District. Thirteen air stations and auxiliary air stations are affected.

Auxiliary air stations at Watsonville, Monterey, Hollister, and King City, Calif., now reduced to maintenance status, are expected to be disposed of as surplus. Fallon, Nev., and Santa Rosa, Calif., auxiliary stations at Yerbales and Aerials Calif., the latter the Navy's fog dispersal proving ground, will become surplus. About 1,000 aircrewmen from the two units of Humboldt County Naval Air Station at Alameda, Corpus Christi and Moffett Field will be maintained as permanent activation.



"BEFORE AND AFTER" IN MARTIN'S CONVERSION SHOP:

Sharp contrast is given by these photos of a C-46 as it stands now at the Glenn L. Martin Co. plant at Beltsville, Md. The fully converted plane, front of which was delivered recently to PCA. This is a home C-46 formerly

closed and condition failure is known to reduce structural stress.

Twenty-one passengers and the crew of three were killed. The accident occurred Nov. 8, 1944.

Night Pickup Schedules

Planned by All American

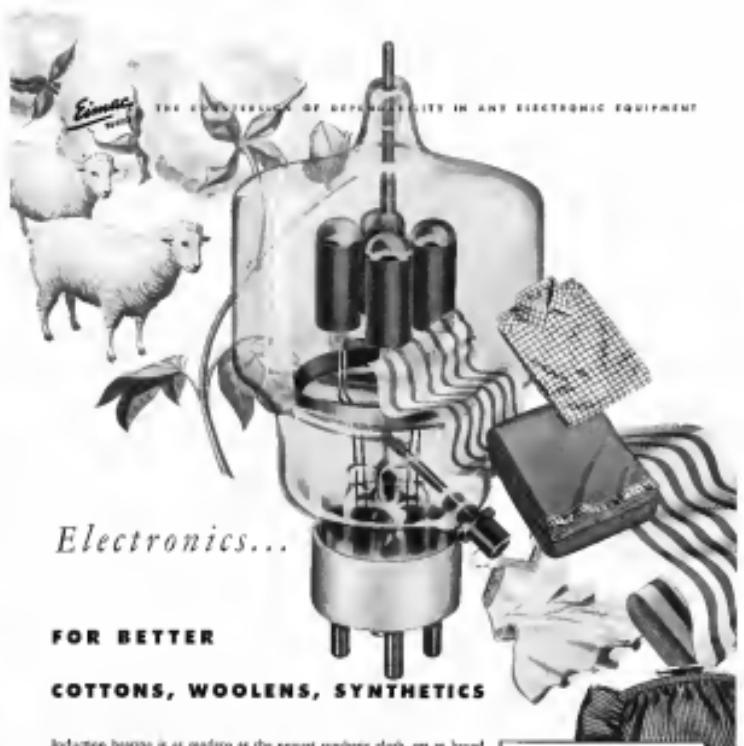
Implementation of eight pickup schedules is planned by All American Aviation, which has bought two new Beechcraft monogram passenger planes for the purpose. The company also will use the planes for combination passenger-pickup if CAB gives it permission to start such service.

The Beechcrafts will be delivered later this month. They now are being equipped at the factory at Wichita with All American's new air pickup unit. This unit, first used by the Army Air Forces for picking up human beings, can handle 230 lb. deadweight at 150 mph. Only one in use has a 64-in. capacity. **"Norwegian."** The state-of-the-art has been placed in the "Norwegian" because it will use one of its heavy traffic routes. The Norwegian has a payload about three times that of the company's single-engine Stinson.

All American's fleet also includes a C-47, AAF-equipped for glider pickup. Company hopes to use it for glider operations as well as in charter service.

Final Area Case Set

Last of CAB's 11 area cases was announced recently with announcement of a preliminary conference for Feb. 3. The Alaska-New Mexico case embodies nine applications for new and additional services.



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BRITISH GIANT NOW UNDER CONSTRUCTION:

Starboard from The Aeroplane show arrangement of the 225,000-lb eight-engine Avro 167 now under construction for Transatlantic service. The right deck side-view shows how engineers' rolltrailer lead from the galley into the wings for engine maintenance.

per engine each will seat or sleep twelve passengers with triple-decker bunks provided. The necessary side-view shows how engineers' rolltrailer lead from the galley into the wings for engine maintenance.

This plays a big part in Mexico. Villahermosa says 279 commissaries in the Republic now are served by air transport, and that Mexico has approximately 800 fields.

Baltimore Designated Atlantic Co-Terminal

CAB last week made Baltimore a co-terminal on trans-Atlantic routes, naming it to provide alternate destinations, New York, Boston, Philadelphia, Washington, Chicago and Detroit. Overseas certificates of Pan American Airways American Overseas Airlines, and TWA, granted in the North Atlantic decisions, were amended accordingly.

Baltimore was omitted at the time of the decision because of its proximity to Washington. The city of Baltimore and Baltimore Aviation Commission subsequently filed an application that it be included.

Important Standard.—At a hearing last fall (Aviation News, Oct. 6), city witnesses stressed its indispensable importance as the second largest port in the country as export and import tonnage, its importance for development of air cargo and its status as BOAC terminal and winter alternate for Pan American.

Cleveland also has applied to become a co-terminal as North Atlantic routes. In an application filed a few days ago it cited industrial diversification in the Cleveland area, which includes more than 9,000 manufacturing establishments, and the pattern of "natural gateway" for international travel trade and to important cities in the region.

AA Leases Tulsa Center

American Airlines has leased from the city of Tulsa the Inter-City Terminal building located at Tulsa Municipal Airport. Covering about 113 acres, the center will be used to meet the needs of AA's expanding operations.

Because of inadequacy of surface transportation in many areas, auto-



\$4,000,000 Expansion Set at Mexico City

A \$4,000,000 (U.S. dollars) expansion program at the Mexico City civil airport during 1948 will include extension of existing runways, building of new aids to accommodate heavier planes, construction of a new terminal building and other facilities. Juan Galvane Villahermosa, chief of Mexico's civil aviation department, has his master plan ready and says all necessary money will be supplied.

Engineers from American Airlines and Pan American Airways will go to Mexico City soon to negotiate with Villahermosa on plans for improvements, especially specifications for adequate runways. The present runway system includes

Newark Reopening Slated for Feb. 3

Airlines to begin scheduled flights on that day will greatly expand during occupancy by Army.

The Newark, N. J., airport will reopen to the public Sunday, Feb. 3, with some 35 airlines beginning scheduled flights the next day. Among those already signed up by Newark are PCA with four daily, TWA with six, United and Eastern.

This will be Newark's third start as an airline terminal. It was opened in 1933 and served through the Thirties until it lost out to New York's La Guardia Field in 1938 and was closed by Civil Aeronautics Administration because of unsafe conditions in 1940. Reopened and approved by the spring of 1941, it was used with some interruptions until the Army occupied it in 1942.

Representatives.—Vinton J. Murphy, Newark's third-term mayor, has negotiated a lease agreement with the Army and the city is taking over, making improvements in the administration building and the big hangar formerly used by Brewster Aeronautical Corp.

During its occupancy, the Army rebuilt and modernized the three runways so that the longest is 6,800 ft and the shortest 3,600 ft. The Army also added a freight depot, four warehouses and a Butler hangar about 393 ft x 180 ft. The size of the airport was increased from 360 to about 1,000 acres.



Newark Returns to Commercial Use.—Newark airport will return to commercial use Feb. 3, with scheduled service flights starting the next day. The view, looking toward the southeast and Staten Island, shows the administration building at lower left, airline hangar at bottom center, and at lower right, the Butler hangar used by Air Cargo Transport Corp. as a base for charter operations to and from the West Coast, Florida, and New England.

PCA Now Decentralizing Organizational Set-up

PCA will put into operation early next spring a decentralization plan to provide a framework for major expansion.

President C. Redell Moore says the new organizational pattern will establish more geographical regions within PCA's system, each to be administered by a regional vice-president, create districts embracing the trading area of cities served to be directed by district general managers, and create top management organization to divide general responsibilities with a new executive vice-president and executive director to the president.

Top Posts.—The top four top positions are occupied respectively by J. H. Carmichael, former vice-president-operations, and Haven Dever, former secretary of PCA Vice-president of the eastern region, with headquarters in New York; western region, with headquarters in Chicago; and southern region, with headquarters in yet undesignated have not been named.

Transport Conference Set

A Joint Air Transport Conference sponsored by the National Association of Airlines, will be held at the Statler Hotel in Washington March 11-12. General passenger and cargo problems will be discussed, with considerable emphasis on feeder, charter and non-scheduled transport.

Washington Airport Traffic Soars

Arrivals and departures at Washington National Airport were 40 percent higher in 1947 than the preceding year, Manager Harvey F. Low reported recently to Civil Aeronautics Administrator T. F. Wright. The 1946 total was 115,000, compared with 107,215 in 1946.

Month	Air Carrier	Arrivals	Departures	Total
Jan.	4,613	3,604	496	3,700
Feb.	4,837	3,885	508	3,335
March	4,333	5,856	764	5,618
April	5,944	5,877	798	5,612
May	4,049	4,187	646	4,192
June	6,116	6,101	792	5,903
July	6,038	6,079	1,065	5,402
Aug.	7,213	5,983	1,268	5,751
Sept.	8,992	5,969	942	5,935
Oct.	7,313	5,181	1,678	5,078
Nov.	3,031	3,018	965	3,026
Dec.	8,935	5,459	738	5,193
	78,143	57,028	10,930	55,967

Search and Rescue Standards Proposed

Would set up special units all over the world to handle work, aided by coordination centers.

Plans for a world-wide search and rescue organization for international air transport is outlined in the final report for the first session of the Search and Rescue Division of the Provincial International Civil Aviation Organization post meeting in Montreal.

The SAR report, prepared by experts from 20 member states, came out last month starting Nov. 16, includes a series of comments and recommendations on different areas of the agenda, a set of international standards as requirements in equipment and organizations for search and rescue, and some resolutions on various questions which came before the committee.

Proposed Set-up—Establishment of the Division's proposed standards would provide an organization of special equipment and trained personnel in every area of the world where an aircraft might crash or make a forced landing. Compartments of the system would be rescue coordination centers in designated

areas. PIACO member-states are urged to organize "rescue units" to carry out operations.

In regions where no specific organization center is established, states concerned are to make necessary arrangements to use whatever facilities are available. All possible for transmission of information on aircraft believed in need of help.

Rescue Planes—Definite plans are proposed to facilitate entry of rescue planes and crews of one nation into the territory of another. Should search in a prohibited area be necessary, the state authorities should be given the authority to request assistance, taking into account facilities offered by owners of the lost plane or the nation in which it is believed.

Special resolutions called:

- That PIACO, at the next Safety of Life at Sea Conference, support establishment of an international rescue organization to determine "feasibility of a separate convention or other appropriate means of collaboration on the broad subject of safety at life on land, on sea and in the air."

That technical information be assembled from all member states and a conference of experts be held to make final agreement to detail on standards of adequacy.

That special committees be established

by the military organizations of member nations to be involved in operations by these agencies in areas to be flown by civil aircraft until similar civil facilities are established.

That existing military search and rescue organizations also be maintained until permanent arrangements can be made.

That regional organizations be set up to implement PIACO international standards in search and rescue.

The Division and its subcommittees have a universally acceptable plan, based on experience, flexible to meet varying conditions and permitting interpretation in any given case. Ideas and techniques developed during the war by member nations.

AA Steps Up ATC Work

Transcontinental flights manned by American Airlines personnel for the Air Transport Command last week were stepped up to 10 per day in each direction. Operating C-46s and C-47s between Newark and the Long Beach base of the Roth Furyan Group, AA will carry about 18,000 veterans weekly on the east and west flights. Flights require approximately 12½ hours with 30-minute stops at Dallas, Fort Worth and Tulsa.

Test of Helicopters Asked in Los Angeles

Southwest Airways Co. will offer CAB strong arguments for permitting first commercial rotary.

Strong arguments will be offered before the Civil Aeronautics Board to make the testing Los Angeles metropolitan area the proving ground this fall for the nation's first commercial helicopter.

Southwest Airways Co. will seek an immediate CAB permit to use an application filed in May 1943, and will use the assurance of United Aircraft Corp. that Sikorsky R-5 commercial helicopters will be available for delivery by June.

Base—The company will amend its application to permit a shift of its proposed hub of operations from Lockheed Air Terminal to Los Angeles Airport, due to increase the normal and extra terminal for the West Coast city.

There is a strong possibility that Southwest's sudden move will prompt the City of additional midwest state airports for this area.

Arguments—Simplifying of the structure is James G. Day, vice-president, nationally-recognized leader in and rotary wing authority, who may be expected to tell the Board that Southwest's application should be the first granted because Los Angeles is better suited than New York or any other city to the thorough testing of commercial helicopter operations.

He will contend that the sprawling western metropolis offers emergency landing facilities which are approachable in all directions and a terrain which will permit operations at least 50 ft altitude in service, through landings at 20 suburban cities, a total of 49 possible offices in the area.

Hughes—Southwest's presentation of bearing arguments also may offer the maximum highway cooperation in the Los Angeles region, and show a wide range between annual payout and delivery time by road truck and helicopter service.

The Southwest application will seek confirmation of three key routes radiating from Los Angeles Airport, a fourth route of questionable value to riders having lesser population density, and a shorter route between Los Angeles Airport and the roof of the Post Office Terminal in downtown Los Angeles.

Plan—Day contemplated organization of service with at least seven

helicopters to maintain three to five trips a day to each crash, and a short course of the rotary aircraft. Later, he feels, the routes should warrant 10 to 12 early trips with night as well as day operations.

Southwest Airways officials have held a series of conferences with A. O. Walkup, Superintendent of Air Mail, and Michael D. Fennell, Los Angeles Postmaster, in planning the service.

Needs—Present indications are that an area 300 ft square, or a strip 300 ft wide and 400 ft long, will be ideal for landing and take-off.

An indication of time savings which will be possible through helicopter service is seen in Southwest Airways' data sheet on the proposed shuttle route. B is expected that the helicopter trip between the Los Angeles Post Office and Los Angeles Airport will require a reduction of mail service. High-speed truck delivery of mail to the airport carries a schedule time of 85 minutes.

American Airlines Sued

American Airlines is being sued for \$107,000 damages as a result of a Vanguish plane crash last October.

Michigan Department Ok's \$50,000 for Detroit Field

Construction of additional facilities at Detroit City Airport is approved by the release of \$50,000 in matching funds by the Michigan Department of Aeronautics. Another \$50,000 has been released to Wayne County for planning and engineering development of Wayne County Airport (Romulus Air Base).

Thomas E. Walsh, chairman of the Michigan Aeronautics Commission, says the \$50,000 will be used to provide administrative and passenger terminal improvements and increased sales and service space to flying school and charter service operators at the City Airport.

Program—The commission has



DC-6 PREVIEWED IN MOCKUP:

Pictures show day and sleeping arrangement of the DC-6 as shown on a mockup built by Douglas Aircraft Co. for study by the airlines. United Air Lines, which furnished the planes, has 16 sleepers and 25 day planes on order. The mockup indicates a cabin berth



section, men's lounge, women's lounge, baget, east room, and overhead lounge rock. Berths are 79 inches long. West Flying seats in day plane arrangement. United expects first delivery of the new shape, which will have pressurized cabin, next June.

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Safety—Let's Face It

UNITED STATES OFFICIALS and operators have taken decisive action to combat the rising trend of accidents in their respective territory. As reported in the Private Flying section of this issue, they realize the steadily increasing urgency of more local safety education in aviation as personal flying expands, and have done something about it. Education will save more lives than the most rigid federal or state aviation regulations any local operator could devise.

Responsibility for the private pilot's competence and his safety rests ultimately with the instructor. Serious errors of a student who agrees accepted safe flying practices reflect on the school and the instructor. It is not enough to put out half-hearty assurances of knowledge in effectives fashion for the student to take it at face value. The conscientious instructor—the only type we have any tolerance for in aviation—must feel sure that his student is absorbing the fundamentals well enough to know the difference between the safety of responsibility and dangerous recklessness. The instructor should have this assurance before the student takes his cross-country.

Utah Aviation Director Joseph Bergin, measured over the many days tell in numerous forums in his state, sees a dangerous attitude among novice flyers, some of whom have decided that liberalization of federal and air regulations means the end of controls. "They have the mistaken idea that CAA threw the book away," Bergin says.

Piecemeal National Planning

THE SELLER OF THE SURPLUS PROPERTY Administration goes to Congress on the disposal of surplus aircraft plants, reported in the Aviation News section of this issue, carries but its greatest value in showing the futility of piecemeal planning and procedure with respect to our aerospace establishment of the future.

While making the not undesirable statement that the aircraft industry is the best market for the surplus plants, the report concedes that the industry is in no position to bid for them because of "extremely uncertain markets."¹ The industry will not be given preference in the acquisition of the plants it operated in peacetime—except by military or need requirements (a) aircraft plants necessary to the national defense are being held in stand-by by the Army and Navy, (b) non-national firms may use the plants to furnish greater employment.

First to be examined is the SPA's part in assertion that the aircraft industry is unable to bid on the plants because of uncertain markets. Certainly this has a strong element of truth. The reason lies in the War and Navy Departments which, six months after the end of the war, have put into effect a policy of retarding that which would be the industry's only basis on which to calculate long-range prospects. A variety of reasons are presented to explain this delay, none of which can argue down the fact that while different publicly proclaim that a strong air power is essential for security, the course of the Army and Navy has been responsi-

As the aviation press has warned consistently since CAA and CAA's local associations last year, a general feeling of irresponsibility among student pilots can, and will, eat personal aviation back 20 years. Bergin partly concedes, as well, the indifferent attitude taken by other pilots toward the carries news. To "let the cleaned tools go out and tell themselves" would not only keep the public out of the sun, it would drown non-flying citizens to a point of indignation which could make personal flying virtually impossible.

Utah Fixed Base Operators Association is taking the lead in that state by holding a series of safety meetings to study air accidents and events to combat them. While the rugged terrain and problems of high-altitude flying in mountainous areas currents are not unique to all parts of the nation, the need for greater emphasis of safe flying is not confined to Utah. It is up to the instructor and the school, by thorough grounding of student flyers in safety procedures, to combat the general attitude.

Actually, the entire subject of safety instruction is worthy of a carefully organized national drive with participation by every aviation organization. Why not set up a cooperative air education institute? Certainly, it is time to stop considering air safety a delicate subject in that business. We're growing up now; we hope. Let's reexamine the facts of our life and set by the basis of fundamentals.

able for an industrial deterioration just as serious as the deterioration within the armed services.

Second, the list of stand-by plants nominated by the Army and Navy, and which are held out as fulfilling the needs of national security, may well give rise to the question: Do they? The location of most of them, in the South and Middle West, would serve to indicate they were chosen with a view to effecting the dispersion which the AAF has said it wants. Such dispersal may be necessary and desirable—though there is serious question in the industry regarding that—but it is only fair to inquire whether the surplus plant disposal program should be the means.

Probably the more sensible procedure would be Army and Navy submission to Congress of an overall air power strategy, including procurement, plant disposal, dispersal and the myriad of other factors entering into a determination of the nature of our air establishment. The report of the Air Coordinating Committee did this only in part. The report was a series of recommendations made by Congress and Navy early after congressional approval.

The report has pleased too long that such a program must await a definition by Congress of national policy. The quickest way to obtain such a congressional definition would be to give Congress a subject of debate in the form of several plausible proposals for legislation.

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